

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "POWAN,"2,338 tonsCaptain W. A. Valentine.
 "FATSHAN,"2,250 "R. D. Thomas.
 "KINSHAN,"1,695 "J. J. Lossius.
 Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 9 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HONAM,"2,361 tonsCaptain H. D. Jones.
 Departures from Hongkong to Macao on week days at 2 P.M.
 Sunday Special Excursions leaving Hongkong at 9.30 A.M., and a second departure about 7 P.M.
 Departures from Macao to Hongkong on week days at 7.30 A.M.
 On Saturdays a Second Departure about 7.30 P.M. On Sundays at 3 P.M. (See Special Express).

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"2,119 tonsCaptain T. Hamlin.
 Departures from Macao to Canton on Monday, Wednesday, and Friday, at 7.30 A.M.
 Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDIA-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,"588 tonsCaptain J. Willox.
 "NANNING,"554 "C. Butchart.
 One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 3.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
 Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 5th November, 1906.

JAVA-CHINA-JAPAN LINE.

REGULAR THREE-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIMAHU.....	JAPAN	Second half December	JAVA PORTS	Second half December
TJILATJAP.....	JAVA	First half January	JAPAN	First half January
TJIPANAS.....	JAPAN	Second half January	JAVA PORTS	Second half January
TJIBODAS.....	JAVA	Second half January	JAPAN	Second half January
TJILIWONG.....	JAPAN	First half February	JAVA PORTS	First half February

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE

JAVA-CHINA-JAPAN LINE.

Telephone No. 375,
 YORK BUILDINGS, 1st Floor.
 Hongkong, 17th December, 1906.

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 5 DAYS.
 THE steamers sail from HONGKONG to SAMSHU, SHUIHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

For the Round Trip\$30

These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.

For further information, apply to—

BUTTERFIELD & SWIRE,

AGENTS,
 WEST RIVER BRITISH S.S. CO.,
 HONGKONG.

Hongkong, 6th October, 1906.

EYES

RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
 3, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
 Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
 LONDON, CALCUTTA, SHANGHAI,
 31, John Street, Bedford Row, W.C. 59, Bentinck Street. 566, Nanking Road.
 Hongkong, 27th November, 1905.

Dentistry.

Dr. M. H. OHAUN,

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY,

37, DES VOUX ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 12th July, 1905.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 22nd July, 1904.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.
 Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
PRINZ EITEL FRIEDRICH.....	WEDNESDAY, 22nd January, 1907.
SEYDLITZ.....	WEDNESDAY, 16th January.
PRINZ HEINRICH.....	WEDNESDAY, 30th January.
GNEISENAU.....	WEDNESDAY, 13th February.
PREUSSEN.....	WEDNESDAY, 27th February.
PRINZESS ALICE.....	WEDNESDAY, 13th March.
PRINZ LUDWIG.....	WEDNESDAY, 27th March.
ZITEN.....	WEDNESDAY, 10th April.
PRINZ REGENT LUITPOLD.....	WEDNESDAY, 24th April.
PRINZ EITEL FRIEDRICH.....	WEDNESDAY, 8th May.

ON WEDNESDAY, the 2nd day of January, 1907, at Noon, the Steamship PRINZ EITEL FRIEDRICH, Captain E. Malchow, with MAILES, PASSENGERS, SPECIE and CARGO, will leave this PORT, above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 31st December, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 1st January, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 1st January.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardses.

Passage Money payable in local currency at current sight Bank rate of exchange on the day of payment.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	£61. 0. 0.	£42. 0. 0.	£22. 0. 0.
Return	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	35. 0. 0.
* TO NEW YORK VIA SUEZ:			
VIA NAPLES, GENOA OR GIBRALTAR	64. 0. 0.	44. 0. 0.	26. 0. 0.
Return	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA BREMEN OR SOUTHAMPTON	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return	123. 0. 0.	83. 0. 0.	49. 0. 0.

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltair and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS.	TONS.	SAILING DATES.
SANDAKAN.....	1,793	FRIDAY, 4th January, 1907.
MANILA.....	1,790	FRIDAY, 1st February.
PRINZ WALDEMAR.....	3,227	THURSDAY, 28th February.

ON FRIDAY, the 4th day of January, 1907, at Noon, the Steamship SANDAKAN, Captain Wendig, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Liven can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO MANILA.....	\$50.00	\$30.00	\$20.00
Return	\$80.00	\$50.00	\$30.00
TO NEW GUINEA.....	£28. 10	£14. 00	£10. 00
Return	£42. 00	£21. 15	£15. 00
TO BRISBANE.....	£30. 10	£15. 00	£10. 00
Return	£45. 00	£22. 15	£15. 00
TO SYDNEY.....	£33. 10	£16. 00	£11. 00
Return	£49. 10	£24. 10	£16. 10
TO MELBOURNE.....	£34. 10	£17. 00	£12. 00
Return	£51. 00	£25. 00	£17. 00
TO YOKOHAMA.....	\$80.00	\$50.00	\$30.00
Return	\$120.00	\$70.00	\$40.00
TO KOBE.....	\$95.00	\$50.00	\$30.00
Return	\$140.00	\$70.00	\$40.00

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	£97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA.....	96. 0. 0.

From Australia to New York via Vancouver by the C. P. R. Co.'s steamers, or via San Francisco by the O. S. S. Co.'s Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR STEAMERS ABOUT

SHANGHAI, NAGASAKI, KOBÉ & YOKOHAMA } PRINZ HEINRICH.....WEDNESDAY, 2nd Jan.

SHANGHAI, NAGASAKI, KOBÉ & YOKOHAMA } GNEISENAU.....WEDNESDAY, 16th Jan.

SHANGHAI, NAGASAKI, KOBÉ & YOKOHAMA }

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

Via VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co.'s steamers, or via San Francisco by the O. S. S. Co.'s Steamers, and from NEW YORK TO EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	£67. 0. 0.
TO BREMEN.....	65. 10. 0.
TO PARIS VIA CHERBOURG.....	65. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR	65. 0. 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

Hongkong, 21st December, 1906.

MELCHERS & CO.,

AGENTS.

Ratifications.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 875 ft. Width of entrance, top 60.5 ft.; bottom 46.8 ft. Water on blocks, 28.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama Harbour and the situation of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Dry-dock Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone Nos. 373, 506, or 681.

Telegrams, "Dock, Yokohama," Cables A. B. C. 4th and 5th Ed.

Liebers, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

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NOTICE.

THE HONGKONG AND CHINA GAS CO., LTD.

DEOS TO NOTIFY CONSUMERS AND THE PUBLIC THAT ON AND FROM

1st JANUARY, 1907,

The Price of Gas will be Reduced to
 \$2.75 per 1,000 Cubic Feet.

THE Company takes this opportunity of pointing out the advantages in cheapness and safety of Gas lighting over any other form of illumination, and of inviting inspection of its Show-rooms at West Point and Yau-ma-tei, Kowloon, in which can be seen every description of Gas apparatus suitable for lighting, heating, or cooking.

GEORGE CURRY,

Local Secretary.

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D. NOMA, TATTOOER.

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmonious, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage. Besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.

Hongkong, 16th November, 1904.

[15]

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED, IN LIQUIDATION.

TIME TABLE.

WEEK DAYS.	
7.00 a.m. to 7.30 a.m.	Every 30 minutes.
7.30 a.m. to 9.30 a.m.	Every 10 minutes.
9.30 a.m. to 11.00 a.m.	Every 15 minutes.
11.30 a.m. to 12.45 p.m.	Every 15 minutes.
12.45 p.m. to 1.15 p.m.	Every 10 minutes.
1.15 p.m. to 1.45 p.m.	Every 15 minutes.
1.45 p.m. to 2.15 p.m.	Every 10 minutes.
2.15 p.m. to 3.00 p.m.	Every 15 minutes.
3.00 p.m. to 3.30 p.m.	Every 15 minutes.
3.30 p.m. to 8.00 p.m.	Every 10 minutes.
8.00 p.m. to 8.45 p.m.	Every 15 minutes.
8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m.	Every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m.	Every 15 minutes.
9.00 a.m. to 9.30 a.m.	Every 30 minutes.
9.30 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 a.m. to 11.00 a.m.	Every 10 minutes.
11.00 a.m. to 1.00 p.m.	Every 10 minutes.
1.00 p.m. to 1.30 p.m.	Every 15 minutes.
1.30 p.m. to 2.00 p.m.	Every 10 minutes.
2.00 p.m. to 7.00 p.m.	Every 15 minutes.
7.00 p.m. to 8.00 p.m.	Every 10 minutes.

NIGHT CARS on Week Days.

Extra cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the

Company's Office, ALEXANDRA BUILDINGS,

Des Voux Road Central.

JOHN D. HUMPHREYS & SON,

Liquidators.

Hongkong, 27th August, 1906.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.

CABINET-MAKERS AND ART DECORATORS,

from Shanghai, has re-opened their

FURNITURE STORE

at

No. 35, DES VOUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE

of every description can be made to

order in any design required.

Have been patronised by the Hongkong Club,

Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Ltd. and other leading

Establishments in the Colony, to whom refer-

ences may be made as to the Superior Work-

manship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Address to our Dispensary and gave us every satis-

faction."

(Sd.) A. S. WATSON & Co., Ltd.

ORDERS punctually attended to, and

CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 1st March, 1905.

For Sale.

TUBORG BEER.

A FIRST CLASS PILSENER BEER
 A guaranteed free from Salicylic Acid,
 and any other Chemicals.
 Price \$1.50 per case of 48 bottles (quarrels)
 or 6 dozen.
 Special Prices for Quantities.
 Sole Agents,
 SIEMSEN & CO.
 Hongkong, 17th January 1905.

[62]

A WONDERFUL DISCOVERY.

This is the age of research and experiment, when all nature, so to speak, is searched for the secrets of the comfort and happiness of man. Science has indeed made giant strides during the past century, and among these the most important—discoveries in medicine come that of

Intimation.

POWELL'S
28, Queen's Road,
(OPPOSITE THE CLOCK TOWER).

**SMART,
EXCLUSIVE
WAISTCOATS.
KNITTED
WOOLLEN.
THE LATEST
DESIGNS AND
COLOURINGS
\$6.00 to \$14.50
Each.**

**FLANNEL
STRIPES & CHECKS
well-cut,
\$6.00 to \$8.75
Each.**

**TATTERSALLS
LINED FLANNEL,
perfectly built,
\$10 each.**

**DRESSING
GOWNS
CLOTH, WOOLLEN,
CAMELHAIR,
\$10 to \$50
Each.**

**SMOKING
JACKETS
very comfortable wear,
\$10 to \$25
Each.**

INSPECTION INVITED.

**Wm. POWELL, Ltd.,
Gen'l. Outfitters,
HONGKONG.
Hongkong, 24th December, 1906.**

To Let.

TO LET.
No. 8, D'AGUILAR STREET,
suitable for
**SHOP AND DWELLING
HOUSE,**
at present occupied
by
**Messrs. K. A. J. CHOTIR-
MALL & Co.,**
who will shortly remove
to
**No. 64, QUEEN'S ROAD
CENTRAL.**
Apply to—
K. A. J. CHOTIRMALL & CO.,
Hongkong, 12th November, 1906. [530]

TO LET.
**EUROPEAN SHOPS, OFFICES, and
GODOWNS** (suitable for Dry Goods
Storage) at No. 14, Des Voeux Road Central,
(formerly occupied by Messrs. Shewan, Tomes
& Co.)
Apply to—
HO TUNG,
Comptroller Department,
Jardine, Matheson & Co.
Hongkong, 26th September, 1906. [949]

TO LET.
**ONE GODOWN, at EAST POINT, close to
the Water, suitable for the storage of any
Cargo.**
Floor Area 6,100 square feet.
Apply to—
JARDINE, MATHESON & Co.
Hongkong, 15th October, 1906. [1009]

TO LET.
**FOUR-ROOMED HOUSE on PRAVA
EAST, near East Point.**
Apply to—
JARDINE, MATHESON & Co.
Hongkong, 26th November, 1906. [1143]

TO LET.
**A FLAT and THREE ROOMS, near the
Hongkong Bank, suitable for Offices.
Moderate rental.**
Apply to—
X. Y. Z.
C/o Hongkong Telegraph.
Hongkong, 17th October, 1906. [1013]

TO LET.
**No. 1, WEST END TERRACE, Shamscen,
Canton.**
Apply to—
**THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.**
Hongkong, 10th December, 1906. [1183]

TO LET.
**"RANFURLY," CONDUIT ROAD.
OFFICES in KING'S BUILDING and
YORK BUILDING.
GODOWNS on PRAVA EAST.
A HOUSE in CLIFTON GARDENS, Con-
duit Road.
A HOUSE in RIFON TERRACE.
A HOUSE in WONG-NEI-CHONG ROAD.
FLATS in MORETON TERRACE.**
Apply to—
**THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.**
Hongkong, 14th December, 1906. [72]

TO LET.
**A HOUSE in KNUITSFORD TERRACE,
Kowloon.**
Apply to—
**THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.**
Hongkong, 31st July, 1906. [189]

TO LET.
**NOS. 8 and 16, LEIGHTON HILL ROAD,
No. 51, WONG-NEI-CHUNG ROAD.**
Apply to—
**HONGKONG & KOWLOON LAND
& LOAN CO., LTD.,**
No. 8, Queen's Road West.
Hongkong, 7th November, 1906. [1073]

NOTICE.
**THE Public are hereby informed that no
change has been made in the Rates of
Subscription to the Hongkong Telegraph and
they are warned against paying more than
TEN CENTS (10 CENTS) per Single Copy.**
THE MANAGER.
Hongkong Telegraph Co., Ltd.
Hongkong, 10th September, 1906.

Auctions.

PUBLIC AUCTION.
THE Undersigned have received instructions
from the CAPTAIN SUPERINTENDENT OF
POLICE, to sell by
**PUBLIC AUCTION,
TO-MORROW,**
the 27th December, 1906, at Noon, at
Messrs. Jardine, Matheson & Co.'s Godown B,
Bowlington,
1,437 Tins KEROSENE OIL.
TERMS:—As usual.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 26th December, 1906. [1235]

PUBLIC AUCTION
OF
A UNIQUE COLLECTION OF
CHINESE PORCELAIN.
A FINE OPPORTUNITY FOR COLLECTORS.

THE Undersigned has received instructions to sell by PUBLIC AUCTION,
ON
Saturday,
the 29th DECEMBER, 1906, commencing at 2.30 P.M., at his SALES ROOMS,
Duddell Street,
A Very Fine and Valuable Collection of RARE OLD CHINESE PORCELAIN,
specially selected, embracing works from the reigns of the Ming Dynasty, Kanghi, Yung-
ching, K'ienlung, K'anghi and Tzu Kwang; ALSO
A Choice Lot of OLD JADES, CRYSTALS, AGATES and EMBROIDERIES.
N.B.—All pieces described in the Catalogue as belonging to certain periods are guar-
anteed to be "GENUINE."
TERMS:—As Usual.
Catalogues will be issued.
On View from Thursday, the 27th December, 1906.
GEO. P. AMMERT,
Auctioneer. [1226]
Hongkong, 24th December, 1906.

Intimations.

HARBOUR MASTER'S DEPARTMENT.

INFORMATION has been received from the Military Authorities that GUN
PRACTICE will be carried out as under:
On MONDAY, TUESDAY and WEDNES-
DAY, the 28th, 29th and 30th January,
1907:—

From Albion Battery, in a Westerly direc-
tion, at ranges up to 6,000 yards, com-
mencing at 7 P.M., and finishing at 9.30
P.M.
On THURSDAY, the 31st January, FRI-
DAY and SATURDAY, the 1st and
2nd February:—

From Lyemun and Devils Peak, in a
North-Easterly direction, at ranges up
to 8,000 yards, commencing at 7 P.M.,
and finishing at 9.30 P.M.
On MONDAY, TUESDAY and WEDNES-
DAY, the 4th, 5th and 6th February:—

From Albion Battery, in a Westerly
direction, at ranges up to 6,000 yards,
commencing at 7 P.M., and finishing at
9.30 P.M.
On THURSDAY, FRIDAY and SATUR-
DAY, the 7th, 8th and 9th February:—

From Lyemun, in a North-Easterly direc-
tion, at ranges up to 8,000 yards, com-
mencing at 7 P.M., and finishing at 9.30
P.M.

If the weather is unfavourable on any of the
above dates, Practice will take place on the
following day.

All ships, junks and other vessels are to
keep clear of the ranges.

CHARLES WM. BECKWITH,
Lieut. R.N.,
Harbour Master, &c.
Hongkong, 24th December, 1906. [1218]

**F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS.**
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG.
SOAP AND SODA MANUFACTURERS.

**SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HART
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES,**
&c. &c. &c.

**Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.**

**EVERY KIND OF
SHIPS STORES and REQUISITES
ALWAYS IN STOCK**

**AT
REASONABLE PRICES.**
Hongkong, 7th March, 1905. [60]

**KWONG SANG & Co.,
No. 70, WELLINGTON STREET.**

**GENERAL DRAPERS, MANUFACTURERS
and DEALERS in Ladies'
and Children's Underwear, Silk, Pongee, Grass-
cloth, Fancy and Piece Goods, &c.
Latest style of Ladies' Blouses and Gentle-
man's Shirts made to order.**
TRIAL ORDER SOLICITED.
Hongkong, 1st February, 1906. [100]

PUBLIC AUCTION.
THE Undersigned have received instructions
to sell by
**PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
ON
MONDAY,**
the 31st December, 1906, at 11 A.M., at their
Sales Rooms, No. 3, Des Voeux Road,
(corner of Ice House Street),
**AN ASSORTMENT OF ARTICLES
suitable for New Year's Gifts:**
ALSO
30 Cases PERINET and FILS CHAM-
PAGNE, 60 Cases COGNAC-MARIE,
BRIZARD and ROGER 3 Stars, 100 Cases
SCOTCH WHISKY;
AND
100 Boxes MESSALINA CIGARS.
Special Holiday Stock in Dainty Gift Boxes.
TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 24th December, 1906. [1236]

PUBLIC AUCTION
OF
A UNIQUE COLLECTION OF
CHINESE PORCELAIN.
A FINE OPPORTUNITY FOR COLLECTORS.

Insurance.

**NORTH GERMAN FIRE INSUR-
ANCE COMPANY OF HAMBURG.**

THE Undersigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN and CHINESE RISKS at
CURRENT RATES.
SIEMSEN & Co.
H. K. 19th May, 1906. [18]

For Sale.

**GREEN ISLAND CEMENT COMPANY,
LIMITED.**

PORTLAND CEMENT.

In Casks of 375 lbs. net \$4.50 per Cask
ex Factory.

In Bags of 250 lbs. net \$2.70 per Bag
ex Factory.

**SHEWAN, TOMES & Co.,
General Managers.**
Hongkong, 2nd October, 1906. [67]

**THE NEW FRENCH REMEDY
TRADE THERAPION MARK.**
This successful and highly popular remedy, used in
the Continental Hospitals by Ricord, Rostan, Jobert,
Velpeau and others, combines all the desiderata to be
sought in a medicine of the kind, and surpasses every-
thing hitherto employed.
THERAPION No. 1 is a
short time, often a few days only, removes all dis-
charges, effectually suppurating, the use of
which does irreparable harm by laying the foundation of
stricture and other serious diseases. In dysentery, piles,
irritation of the lower bowels, cough, bronchitis, asthma,
and some of the more trying complaints of the kind, it
will be found astonishingly efficacious, affording prompt
relief where other well-tried remedies have been powerless.
THERAPION No. 2 is a
specific for all urinary troubles, such as gonorrhoea,
stricture, scurvy, pimpla, spots, blotches, pains and swell-
ing of joints, secondary symptoms, gonorrhea, rheumatism,
and all diseases for which it has been too much a fashion
to employ mercury, sarsaparilla, &c., to the destruction
of sufficient teeth and ruin of health. This preparation
purifies the whole system through the blood, and thor-
oughly eliminates all poisonous matter from the body.
THERAPION No. 3 is a
specific for all skin diseases, such as eruptions, scurvy,
pimpla, spots, blotches, pains and swelling of joints,
secondary symptoms, gonorrhea, rheumatism, and all
diseases for which it has been too much a fashion to
employ mercury, sarsaparilla, &c., to the destruction
of sufficient teeth and ruin of health. This preparation
purifies the whole system through the blood, and thor-
oughly eliminates all poisonous matter from the body.
THERAPION is sold by principal
Chemists throughout the world. Price in tin 2/6 per packet. In
order to obtain the full benefit of the three remedies, the
patient should observe above Trade Mark, which is a facsimile
of the word "THERAPION" as it appears on British Government
Stamp (in white letters on a red ground) affixed to every
packet by order of His Majesty's Hon. Commissioners,
and without which it is a forgery.
Sold by all Chemists. [10]

**THE HONGKONG
STUDIO,
HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.**

**PORTRAITS, GROUPS and ENLAR-
GING and COPYING in all Sizes.**

**LARGE SELECTION OF VIEWS ALWAYS
ON HAND.**

PRICE VERY MODERATE.
Hongkong 10th September, 1906. [60]

NIKKO CO.
WHOLESALE and RETAIL DEALERS
in all kinds of
**JAPANESE FINE ART CURIOS, TEA
SETS, and SATSUMA WARE.**
At Moderate Prices.
Orders Promptly Executed.
No. 5, ARDENNA STREET,
Hongkong.
Hongkong, 26th April, 1906. [110]

THE AMERICAN LITINER.
(Continued from page 5.)
were a peccable people, but when there were
cases that all knew that they would be decided
according to law, and where justice was to be
considered, it would be fully and carefully
considered. Judge Willey's long experience
in judicial work fitted him for this position in
Shanghai and the other ports. He called upon
the company to drink the health of Judge
Willey and the judicial department.
The toast was heartily received.

Judge L. Willey replied in a long and
vigorous speech which was punctuated
with frequent applause. He paid a graceful
tribute to the good work done by Consul
General Rodgers and he wished to as-
sure his audience that Mr. Rodgers was
fixed in the confidence of the Washington Gov-
ernment as firmly as he seemed to be fixed in
the esteem of his fellow-countrymen in Shang-
hai. He would not commit the error of assum-
ing that the demonstration that night was at
bottom a personal tribute to himself, and his
associates, because in reality it was evidence
of the deep interest which they as citizens of
Shanghai had in the institution which they
were undertaking to establish in Shanghai.
(Applause). This Court was their Court. It
had been established at their behest and in
their behalf. It would be largely what they
made it. The success of this Court was largely
in their hands; the standard of this Court
would not permanently rise much lower
than the standard of the good Americans
in Shanghai. Hence this demonstration, this
eloquence on their part was accepted by him-
self and his associates as a source of inspira-
tion in beginning this work and was a pledge
that they would have his audience's co-
operation in the establishment of this
institution. It was also an assurance
that the institution which they were founding
would have achievements which were per-
manent and solid. The Washington Govern-
ment was also interested, not only in the
general welfare of Americans in China, but of
he establishment in China of this new institu-
tion. While in Washington he had the oppor-
tunity of having several conversations with Mr.
Root on matters appertaining to the organiza-
tion and affairs of the new Court. Mr. Root
showed deep interest in the work out here and
made many valuable suggestions. They were
fortunate in having at the head of the Depart-
ment of State the Hon. Mr. Root. His
knowledge of law and of politics, his keen in-
sight into business and administration, his
familiarity with the principles which underlay
their constitution, his firm and comprehensive
grasp of their problems which were arising out
of their manifold and increasing relations
with foreign nations, equipped him for the
position in the state in which he stood.
Secretary Root had just returned from South
America where he had brought out a better
feeling between the Southern republics and the
people of the United States, and he had done
great service to the State while his speeches
were masterpieces of their literature. Judge
Willey proposed that all rise and drink to the
health of "Our Secretary of State." This
having been done, Judge Willey continued
that Mr. Root explained to him that the
Bill creating the United States Court for
China was passed at the last hour of
the last session of Congress, but that
any defects would be remedied at a subsequent
date. They recognized in Washington as they
did in Shanghai that there were faults in the
Bill. The speaker and his colleagues stood
ready to do all in their power to put this Court
on a firm foundation. The Bill provided for
the personnel of the Court and for the
jurisdiction which would be the same as
previously under the Consul-General except
that a few small cases would be left to the
Consul-General. The law which would be ad-
ministered would be the same as in the United
States as far as applicable, and as to procedure
he would not make any changes in the pro-
cedure for the time being, for the reason that
if changes were to be made it would be better to
make them later on after they had had ex-
perience and knew the necessities of the case.
The rules adopted for procedure would be
simple; some of the old rules checked and
delayed procedure, but there would not be any-
thing of that in the future. The rules would
be simple, practical, and easily comprehended
by all the Court. The Court was not a district
Court of the United States. It was a Court
created by Congress pursuant to the treaty
which exists between China and the United
States. A constitutional Court could not be
created in China; such a Court could only be
created in the territory of the United States.
They would observe that there would be no
jury trial here and no assessors. Such rights as
the Court had here were by reason of the act of
Congress and not by constitutional rights. They
were here really at the sufferance of the Chinese
Empire and this made it more incumbent that
they should be the more orderly governed,
conduct themselves in a most orderly way so
that they set an example to the people among
whom their lots were cast and show what the
reign of law meant. It was more incumbent
upon Americans here than at home to be al-
ways law-abiding under all circumstances and
conditions. Referring to the proposed general
policy of administration at this Court, Judge
Willey said it would be a simple one. His
idea was to establish a Court very similar to
the Court in their own country. They would
follow the methods of procedure and customs
as in the Courts at home. It came naturally
to members of the Anglo-Saxon race that they
should have first priority of administration; se-
condly fearlessness, and thirdly, common sense.
These characteristics were common to Anglo-
Saxon Courts everywhere. Wherever the
English flag or the American flag floated they
found the symbol not only of power, but of
justice. (Applause). It was his purpose and
his hope to level the Court to the standards
they were so familiar with at home. In order

to accomplish this it was necessary for the
Court to have the assistance of a capable and
upright Bar. It was his purpose to raise the
standard of professional ethics in the Court of the
United States for China so that they would be
such as America could be proud of. (Applause).
He would do this not only to protect the Court
and to secure the aid of good lawyers in the
administration of justice, but to protect Ameri-
can citizens and their interests and the ad-
ministration of justice. It was highly important
that the lawyers should be well grounded in
the law, but of the two the speaker laid more
stress on character. (Applause). Judge Willey
proceeded to express his views on criminal
trials and then said that they did not hope to
please both litigants who come into Court, but
he did hope that the parties would each feel
when they had come before him that all the
evidence in their behalf had been heard, that
they had had a full and fair hearing and that
an honest decision had been rendered. Judge
Willey referred to the high standard and re-
pute of H. M. S. Supreme Court in Shanghai,
said that the whole of the American people
were much interested in China, and were
watching the development of the Empire and
of the people themselves, and concluded by
referring to the policy of Secretary Hay with
regard to China.

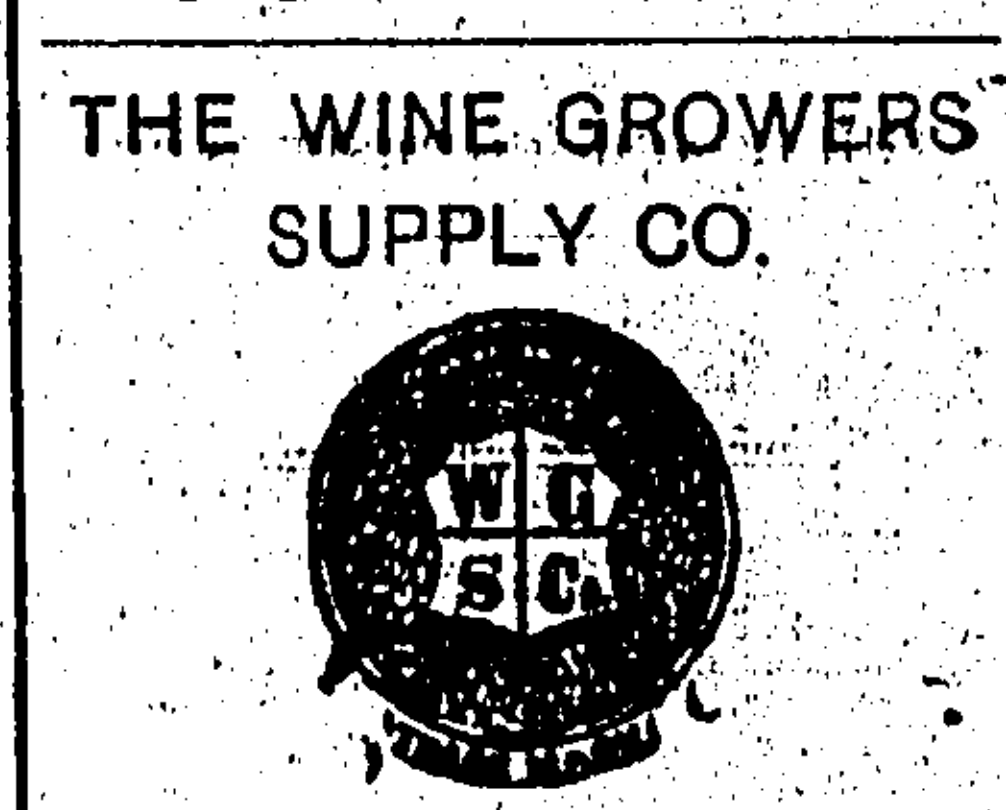
Intimations.

NEW YEAR HOLIDAYS.
IN accordance with Government Notification
No. 1056 the EXCHANGE BANKS will
be CLOSED for the Transactions of Public
Business on MONDAY, the 31st January, and
TUESDAY, the 1st February, 1907.
Hongkong, 24th December, 1906. [1234]

XMAS! XMAS! XMAS!!!
Do not make your Xmas Purchases before
you see
A. CHAZALON & CO.,
4, Queen's Road Central.

Who have just received the "Finest As-
sortment of ENGLISH and FRENCH
CONFECTIONERY from the best makers
of London and Paris;
ALSO
A Large Variety of LIQUORS, BOR-
DEAUX, PORT, SHERRY, WHISKY, &c.,
&c., from the most renowned houses in France
and other foreign countries.
Hongkong, 10th December, 1906. [115]

**THE WINE GROWERS'
SUPPLY CO.**



HARRETTO & Co.,
General Agents, Hongkong.

SHERRIES.

DIRECT SHIPMENTS FROM SPAIN.
Sherry \$8.00 per Dozen.
Pale Sherry Dry (Gold)
Capsules) 10.00
Pale Sherry Dry (Red)
Capsules) 14.00
Gold Sherry (Yellow Seal) 15.00
Manzanilla (Red Capsules) 16.00

MADRINA.
Silver Capsules \$12.00
Gold Do. 14.00
Red Do. 16.00

MARSAJA.
Marsaja \$12.00 per Dozen.

MOSCATEL.
Gold Capsules \$10.00 per Dozen.
Red Do. 12.00

MALAGA.
Dark Malaga \$8.00 per Dozen.
White Do. 10.00

HARRETTO & Co.,
Agents,
Nos. 25 & 26, Queen's Road Central,
Hongkong, 26th December, 1906. [110]

Intimation.



A. S. WATSON & CO., LIMITED.

NEW YEAR PRESENTS.

PIPER'S FANCY TOILET CASES

(Containing Soap, Perfume, Powder and Toilet Water.)

Manicure Sets, Pipes, Cigarette and Cigarette Holders and Cases.

Out Glass Bottles, Silver Mounted and Plain.

Houbigant's Ideal and Royal Perfumes.

Roger and Gallet's Fleur D'Amour, Vera Violetta and other Perfumes.

Piver's Trefle, Azura and Coryolopsis Perfumes.

CRYSTALLISED FRUITS.

Pascall's & Cadbury's Confectionery in Fancy Boxes.

WINE AND SPIRIT HAMPERS.

Containing our well-known Brands of PORT, SHERRY, WHISKY, BRANDY, &c.

\$15.00, \$20.00 and \$25.00 (The last named includes 4 doz. quarts of St. Marceaux 1898, the Wine of the Entente Cordiale Celebrations in Paris.)

A. S. WATSON & CO., LIMITED.

THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

Hongkong, 26th December, 1906. [34]

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, The House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Editor, 1, The House Road, and should be accompanied by the Writer's Name and Address.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.

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The rate per quarter and per annum, proportional.

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The postage on the weekly issue to any part of the world is 80 cents per quarter.

Single Copies, Daily, ten cents; Weekly, twenty-five cents.

BIRTH.

On December 19, at Shanghai, the wife of O. KOPELMAN, of a son.

MARRIAGES.

November 20, at Bromley, E. J. LEWIS, to ALICE MARY, daughter of late E. Burnie, of Hongkong.

On December 12, at Peking, the Rev. ARNOLD GEORGE BRYSON, of the L.M.S., Tsingchow, to NORAH LENWOOD, M.B., Ch.B., of the Women's Hospital, Peking, eldest daughter of the Rev. Walter Lenwood, B.A., L.L.B., of Sheffield, Yorkshire.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, DEC. 26, 1906.

MYSTERIOUS MARGUERITA.

Much interest has been evoked in the whereabouts of a certain mysterious Marguerita. Last week a case came before the Police Court in which a lady, with two daughters, named Rosa and Marguerita, alleged that two Japanese of the feminine gender had assaulted her, also Rosa and incidentally Marguerita. The Magistrate was in fine form as the man in the street would say, and after the charge was read over he demanded: "Where is Rosa?" A young lady answered to that name by bowing politely and expressing the hope that his Worship was quite well. But the Magistrate was not in a jocular mood, for he instantly queried: "Where is Marguerita?" There was an awkward pause, until somebody volunteered the statement that she was employed with Powell's and could not get leave of absence. Had the judge been an irascible man he might have committed the manager of Powell, Ltd., for contempt of Court; and sent the financial expert who heads the directorate to the Tower. But being of a benign disposition more fitted to adorn the best paragon of a country paragon than the uneasy seat of a police court bench, he merely rapped out a question about the merits of the case. Now, it seems,

"there ain't no such person" at Powell's as a Marguerita. The commander of the forces of the military department absolutely denies, and is prepared to kiss the book, that she was ever familiarly dubbed Marguerita, even by the youngest and most kitchinish apprentice on the premises. The others one and all asseverate that they were never called Marguerita and look as though the name was a synonym for the nether regions, though why, nobody knows. It is unlikely that the male members of the staff would respond to a shout of "Marguerita," and none of them admits that he has any relative who at any time dons or doffs the charming name of Marguerita. Some of them pretend that they have sung about "Marguerite," but she was no relative to the party mentioned in Court. Then where is Marguerita? If we wanted Mary Ann, or Susan or even Venus and Diana they could be found at a moment's notice, but Marguerita is one of the other stories referred to by Mr. Kipling. The mystic Maggie is not to be found in the Colony; she has disappeared like the Arabs of poetic fame who folded their tents, and she has as silently stolen away. So long as she does not steal a right-of-way the general public can bear with the loss. Some of those who compose this cosmopolitan community have heard a ditty in which a lady is supposed to be shrieking for her wandering boy to-night. What can the feelings be of those interested in the wandering, wonderful, mysterious Marguerita?

LOCAL AND GENERAL.

The French cruisers, the *Brux* and *Chanzy*, left Toulon on 15th ult. for the Far East.

A POLICE official stated this morning that not for many years have there been so few arrests made on Christmas Day as it was yesterday.

LIEUTENANT-Colonel J. T. Carter, Army Pay Department, who recently went out to Hongkong, has been appointed District Paymaster of South China.

The U.S. cruiser *Olympia* is shortly leaving for the Far East, with 200 naval cadets on board. She is expected to arrive in Japanese waters early in April next.

RETURN of visitors to the City Hall Library and Museum for the week ending the 23rd December, 1906:—Library, Non-Chinese, 318, Chinese, 139; Total, 457. Museum, Non-Chinese, 161; Chinese, 2,420. Total, 2,581.

The Indo-China steamer *Choyang* arrived in port this morning from Shanghai. She had on board two race ponies for Hongkong. One is a Derby griffin for Mr. Ellis Kadoorie and the other a *Centaur* for the Hon. Mr. J. W. Gresson.

JUST as we were going to press a rumour was in circulation to the effect that an Indian watchman at Kowloon had committed suicide by cutting his throat with a razor. No confirmation could be obtained from the police at headquarters.

MR. V. H. Lanning, of Messrs. Jardine, Matheson & Co., the well-known cricketer, left Shanghai for Amoy, where he will ride in the forthcoming race meetings. After the races he will proceed home of leave and will be absent for about one year.

The chief quartermaster division headquarters, Manila, has received a wire from the Tanjong Pagar Dock Board, of Singapore, stating a wrecking tug would be sent to convey the *McClellan* to that port. The *McClellan* is proceeding to Singapore for extensive repairs.LIEUTENANT C. B. Hitchens, 119th Mooltan Regiment, Hongkong, gets promotion to the rank of captain in the last *Gazette*. Captain Hitchens originally was appointed to the unattached list in August, 1897, and the following year he was posted to the Indian Staff Corps.AMONG a number of suggestions and recommendations in a recent memorial presented to the Throne by H. E. Sun Pao-chi, formerly Chinese Minister in Paris, with reference to proposed changes in the criminal laws of the Empire is one strongly urging the necessity of abolishing the *cangue*.LIEUTENANT C. W. Tinson has been appointed to the survey ship *Merlin*, now en voyage to the China Station. Lieutenant Tinson has served afloat since January, 1898, when he got his cadetship, and he was promoted lieutenant in December, 1903. He was recently serving aboard the *Triton*, survey ship, at Chatham.

MESSRS. Noel Murray's cotton yarn report for December 20th says that the improvement in the market continues, the stocks being in firmer hands and better manipulated. The stock that was in the hands of the firms that have recently gone into liquidation was made over to a syndicate of natives who are reported to have made a very good thing out of it. The outside markets appear to be improving and trade generally is getting a healthier position.

By kind permission of Lt.-Col. Price, D.S.O., and Officers of the Band of the 129th Baluchis (Duke of Connaught's Own) will play the following programme of music at the King Edward Hotel, during dinner, to-morrow, the 27th inst. (weather permitting):—
 March *Espresso*, "Gladie" O'Neill
 Overture, "Charles VI." Elderly
 Andante, "The Broken Melody" Blane
 Polka, "La Folia del Regimento" Donzell
 Largo, "Three Dances from Henry VIII." Handel
 Three Dances from "Henry VIII." Handel
 Selection, "The Red and the White" Monckton
 Gavotte, "The First Kiss" Schubert
 God Save the King.

ALONG THE CHINA COAST.

FURTHER NOTES BY A TRAVELLER.

A VISIT TO THE HANGCHOW BORE.

(Special to the "Hongkong Telegraph.")

INTRODUCTORY.

Although the proper place, chronologically for this part of our series of notes is somewhat later on, we venture to present it here because of the more immediate interest it may have for our readers, who doubtless like to give their attention to a matter not too long after the incidents have taken place. Even now we are rather biased in our narration. And while the phenomenon which we are about to describe recurs at regular intervals, it assumes such extraordinary magnitude twice a year that these times (the equinoxes, in April and October) really predominate when we attempt to characterize the essentials of the recurrent phenomenon, which without doubt is the most striking thing from a geographical point of view which is to be seen along the China Coast. The rugged coast-line, the many bays, the chain of islands fringing the coast, the whole gamut of geological and geographical forms which, one encounters in such coastwise journey, as we have made are all very striking and grand, and yet they are static, passive, after all. Great and notable as they are but silent witnesses of those restless and resistless forces which have brought them into being. But when one beholds the mighty Yangtze, attempts to form an estimate of the volume of silt carried seaward in the rush of its muddy waters; and tries to judge of its land-forming as well as land-denuding powers, one stands in the presence of dynamic grandeur, which to our mind necessarily exceeds any passive greatness, as of the everlasting yet silent hills. It is this feeling of dynamic greatness which overwhelms an observer of the tidal bore as it sweeps in from Hangchow Bay and rushes past Haining, a solid wall of water from two and a half to three miles wide, perhaps ten, twelve or even twenty feet high, with a speed of ten to twenty miles an hour, according to the intensity of the tide. Imagine if you can, one-and-a-half million millions of tons of water passing by you each minute, the rush to continue several tens of minutes, and you will have no difficulty in believing that this rush of water makes itself felt still as a big wave at Hangchow, thirty miles further inland and even for some miles beyond.

On the eighteenth of the 1st Chinese eighth month, i.e., October 5th, the greatest tidal bore in existence assumed its greatest intensity of the year and those who were fortunate enough to witness it saw a phenomenon which richly repaid them for their journey to the vantage point—Haining—a small town on the north shore of Hangchow Bay, the estuary of the Chien-tung Kiang, situated about thirty miles from the mouth of the river.

The writer, though prevented from going to Haining on October 5th, did the next best thing and spent the first and second days after the previous full moon (September 6th and 7th) in close observation of one midnight and two noon bores. Unlike the bores seen elsewhere which generally occur intermittently, the Hangchow bore ascends the river at every tide, though its magnitude and speed vary considerably with the general state of the tides, and semi-monthly maxima are attained at the third tide after each new and each full moon.

The latter affords a better opportunity to witness the bore under the more impressive and majestic stillness of night, and the light and shadow of a moonlit scene. These semi-monthly maxima themselves attain greatest tides, i.e., at the equinoxes. Of these the autumnal equinox is preferable because of the cool and, most probably, fair weather and the absence of mosquitoes.

Although observers sometimes go to Kanpu beyond the mouth of the river and others content themselves with a view from Hangchow, from the first of these places the bore is seen when not fully formed, its two initial sections not yet united, while at Hangchow, the effect, though still fairly remarkable, has completely lost its grandeur, and the best and most easily reached vantage ground is at the Haining Pagoda, though it is likely that at Kowloon, which is some five miles below the Pagoda, the bore is of even greater grandeur. This is close to the point where the two branches of the "Serpent Head," as the Chinese call it, meet; and some observers have reported thirty feet for its height there as against nine feet reported at the Pagoda for the same bore, though we suspect that they refer to the height of the temporary waves caused by the impact of the two branches and not to the height of the bore proper, though the latter is not impossible.

THE JOURNEY TO HAINING. Haining lies within and near the north-western side of the equilateral triangle formed by Hangchow, Ningpo and Shanghai, and is readily reached from the latter by means of the so-called canal "train," a steam-launch towing two to six boats of various kinds. One may hire a house-boat, Chinese or foreign style, or, as we did, take a cabin on one of the native passenger barges operated by the launch companies. Small cabins for two cost five dollars from Shanghai to Hangchow, and a very large one, enough for a party of six or eight, may be rented for twelve dollars for the one-way. Houseboats cost upwards of five dollars a day according to size and fittings, and towing is extra.

Two or three of these launch-trains leave Shanghai from their landings in Boochow Creek every afternoon about five o'clock and with fair weather and favourable tides reach Hangchow the next afternoon anywhere after three o'clock. Three companies are now running these trains: "Tai Sheng Chang, China Merchants Inland Steam Navigation Company," (not to be confused with the China Merchants' Steam Navigation Co. of larger fame), and Ta Tung, a Japanese concern. All three of these have their offices on the upper side of Soochow Creek right by their respective landings. Everything is managed in a credit-

able and business-like fashion, and one can make a fairly comfortable trip at a reasonable expense. Each day one of these companies takes cargo while the other two do not, and if you wish your houseboat to join a rapid "tow," careful inquiry should be made as to which company is towing freight for that day and then secure passage from one of the others. Even here further inquiry will not be amiss, for these two launches are so probably much faster. It is possible, using the launch service, to leave Shanghai Friday night, see the Saturday night and Sunday afternoon bores, and be back in Shanghai Monday morning. By private launch even better time can be made, and a record round trip of sixty hours, allowing fifteen hours at Haining to witness both a day and a night bore, and five hours of shooting during the return, was made by some Shanghai enthusiasts in October, 1902. On the other hand, the pleasures of house-boating in the region traversed especially during the fall months, should not be underestimated, and if one is not pressed for time a very comfortable and interesting trip on a private boat, propelled by yulow and pole and landing you at the Haining Pagoda at the end of the third day, from Shanghai will allow a full enjoyment of the various scenes which enliven the river and canal banks throughout the Yangtze delta. A satisfactory compromise between these two plans may be effected by taking a cabin passage on a launch-train as far as Simen on the Grand Canal, which is reached at noon of the day after leaving Shanghai and then hiring a native boat to be yulowed along narrow well-shaded canals to Haining, which under fair conditions should be reached by six or seven o'clock that evening.

Leaving the wharf in Soochow Creek shortly before sunset, we pass under the Garden Bridge, from which many pairs of curious eyes watch our departure, the sturdy little tug puffing continuously and tooting spasmodically as it enters the Whangpu River to pass along the whole length of the Bund and Native City wharves, thus affording an unexcelled view of Shanghai's glory. From our perch on the roof of the kitchen at the stern of our barge, spyglasses in hand, we saw all there was to see and were much impressed with evidences of international trading going on, by noting the names and ports of registration of many ships from many climes. Among other things we were struck with the recent increase in Russian shipping and wharfare at the southern end.

Rounding a bend toward the southeast, just where the Catholic Cathedral is a notable landmark, we shortly afterwards pass the Kiangnan Arsenal and have our attention attracted by bugle calls sounded on two or three grey-coated Chinese men-of-war. Our course was southward up the river to Sangkou from there west as far as the walled city of Sungkiang, and further, winding around in a west by south direction, we passed out of Kiangsu province into Chekiang, and came to Kashing, a walled city with a Customs Station under the management of the Customs. Here we entered the Grand Canal and followed its southwesterly course through several unimportant but crowded places, at one of which, Simen or Shih Men, we left the launch-train and proceeded in a native boat southeasterly toward Haining by means of the by-way canals which traverse the delta as frequently as cross-roads are found in the country districts of Western lands. At Simen, the Grand Canal proper makes a right-angled turn to the west as far as Dongsi (or Tang Hsi) where another right-angled turn gives it a straight course southward to Hangchow, its terminus.

All along we found the canals full of life, large boats laden with firewood passing down to Shanghai, while smaller boats with market supplies and other articles were met plying between intermediate points. Large rafts of fir or bamboo, sometimes stretching as far as one could see, excited one's wonder as how four or at most five men succeeded in managing them so well. Curious foot-boats here take the place of the slipper boat, so common in the Canton delta as a rapid passenger craft. They are long narrow affairs and owe their name to the peculiar fashion in which they are propelled. A single boatman sits in the stern and "yulows" or wiggles a large tail oar and at the same time operates a jog oar slung over the starboard side, by means of both feet placed on the inner end—one on the round "handle" of the oar, the other on the flat side of a good-sized wooden block attached to the oar-end at right angles. These boats carry passengers, mails and parcels between the intermediate places not served by the launch-trains or on the side canals.

On both sides of the canal, especially near Kashing, fine granite memorial arches and several pagodas stand conspicuously, having escaped or baffled the destroying hand of the Taipings, though most other things in this region suffered woefully. At one turning point we noticed three graceful pagodas standing side by side.

But the most frequent and most notable feature encountered during a trip on these canals is the really wonderful series of bridges under which the traveller passes. Wooden bridges, granite bridges, crude bridges, bridges with sloping approaches and high curving arches, bridges with one arch or with several, all devoid of prominent keystones. Bridges crowned with shops or pavilions. Bridges whose sides are covered with verdant vines and with small trees clumped at either end. Bridges from the tops of which expectant fishermen let down the great umbrella-net and blame the passing boat for the non-appearance of a decent "catch." Bridges which sometimes by their massive piers and narrow arches, so reduce the waterway and increase the stream's flow that the speed of danger is added for the voyager whose craft may be a little over normal size. Later, while returning from a side trip to Mokanshan, on a dark and rainy night, the cabin loft for service at the rear of the house-boat, we were using, was almost completely demolished by crashing

into the corner of one of the side-arches of the bridge at Dongsi.

On some of the straight stretches of the canal as many as three bridges were sometimes seen from a single position; for every village must have a bridge, and the settlements are so frequent that a canal is a veritable stringtown on the pike, to use an American expression. When the canals pass through towns and villages, the natives seem to exert their best ingenuity in obstructing the already narrow space to the utmost passable limits, by building overhanging porches and pavilions or by mooring their craft on either side without regard to the resulting congestion. In many cases these bridge arches are fine examples of the stonemason's art and skill. With regular and solid granite approaches on either side, having often a simple open rest house, washed red on the outside, or a small group of houses at one end about which cluster a few large trees they often present charming pictures, especially when a bright day allows every outline to be reflected from the water, and the observer is sufficiently distant to miss the inevitable dirt of a Chinese rural dwelling place.

So-called river "gubongs," usually tied up in a shady spot near a village, and large mandarin living on family boats were frequently met with. The most curious of all the craft encountered were the cormorant fishermen's boats or rafts, with the beruffled and rather miserable looking black birds crouching upon them or swimming along side. Usually the fisherman was stamping rhythmically upon a loose board in the stern and yulowing his boat at a fair pace, some of the birds swimming alongside with a bubbling kind of motion in unison with this stamping, and every now and then making a dive for fish which were no doubt expected to be attracted by the boatman's noise, though to judge from observation the returns for all this scheming were but meagre.

Occasionally a grating sound under the bottom of the boat told us that we were passing over the loose central portion of the reed and bamboo fishtraps or weirs which frequently extended completely across the stream, but always with an apparently unoccupied reception or storage compartment at one corner. At other times the progress of our light craft was somewhat impeded by the heavy growths of water weeds and cresses.

The banks of the canal are everywhere green and restful, and in the case of the smaller byways are often completely overhung. We have seen nothing finer of the same sort anywhere. Bushes, great grasses, trees straight and tall, dwarfish and crooked trees, clumps of pines and locusts, laurel, graceful weeping willow, flowering shrubs and non-flowering covered with some blooming vine—the whole a beautiful scenery for mile after mile.

The predominant feature is the mulberry tree, showing everywhere, the importance of this region as a silk producer. In wall kept rows, their crooked and wide spreading branches hid beneath rounded canopies of huge, pale-green leaves, the ground everywhere clear of other growth, these little trees represent no small part of the material wealth of a region famous for the splendid silken garments produced in its chief cities.

These mulberry groves sometimes alternate with clumps of graceful bamboos, or spicy odorous pines, which mark the burial ground of near-by villages. Or again there is only a fringe of mulberry trees along the bank, much as the lichee trees occur in the delta near Canton, with the paddy fields soon to become bean fields after rice harvest, or the lotus ponds all white and pink in their September glory, lying behind this fringe or veil.

No hills are encountered in this vicinity until one comes nearly to Hangchow.

HAINING. Haining was reached about eight o'clock in the midst of a pouring rain. Passing around the walls on two sides, our journey came to an end in the *cul de sac* with which the canal abruptly terminates, near a somewhat picturesque gateway in the city walls. The darkness of a rainy night did not allow much of our environment to be seen, but we had no difficulty in finding our way to the sea-wall and the Pagoda, and satisfied ourselves that we had come to the right place.

After doing this, we returned to our boat for a change to dry clothing and a bite to eat and then impatiently awaited the approach of the hour predicated for that night's bore. In the interval we now and again dozed off into dreamland, not without first placing beneath our pillow a trusty firearm, because some of the citizens encountered near the restaurants during our initial sail had not looked any too handsome, and our boatmen seemed or at least wished to seem somewhat fearful of thieves. Nothing more harmful, however, than a half of "probably groundless fears" ventured to molest us.

A five minutes' walk from our mooring at the canal's end sufficed to bring us to the sea-wall and the Pagoda and after witnessing the bore which swept past us at about 1.15 a.m. we again crawled into our not over-large boat and enjoyed (?) a half-night's dozing on hard boards.

Daylight revealed to us the rather massive granite bund of the high-level canal with ample landing, alongside of which several cargo boats were being filled with goods brought from the sea-front and the city godowns. The continuous stream of carrying coolies showed that Haining in its way is a distributing centre for a considerable district around, goods from the seaports arriving by the sea-going junks tied up to the sea-wall (of which we shall presently speak in more detail), and these in turn taking away the produce of the district to more distant markets than can be reached by the canals. So that across this narrow strip which separates the end of the Canal from the river practically the whole transit trade takes place. Consequently, at Haining it had been too dark for us to see much when we braved the storm on the previous night to witness our first bore, we were not surprised in the morning to find that the main street of this suburb just outside the city gate was very wide for a Chinese street and paved with broad granite blocks.

GENERAL CONSIDERATIONS CONCERNING THE TIDES.

Before describing the Hangchow Bore, or as it should more properly be called the Haining Bore, we saw in a few preliminary remarks about tides in general and especially about tidal currents in rivers may not be amiss. We all know that there is a considerable variation in the range of the tides at different places. Build doubt if many of us realize how great this variation is and how small the range is in some places where at first sight it should be impossible to think of it. In mid-ocean, for instance, an island like St. Helena, washed by a tide only about three feet in range, as enclosed sea like the Caspian or the Black is subject to no appreciable tides whatever, and even the Mediterranean, notwithstanding its connection with the great Atlantic is subject in general to only very inconsiderable tides, the range of water-level varying from eight inches to two feet to two feet four inches at Trieste. The Mediterranean tide is, however, more strongly developed in the Bay of Gibraltar (where the range is from five feet to six feet inches), the upper Adriatic, and the Gulf of Gabes.

It is also a fact quite to be expected, when one thinks of it and yet not often considered, that changes in the pressure of the atmosphere are accompanied by corresponding changes in the water-level. With a rise of the barometer, the level of the water sometimes falls a fourth lower than the normal level. Observations at Nice, Monaco, Cannes, and other places show that from atmospheric disturbances alone the level of sea may be altered as much as one foot eight inches.

In the deep water reaches of the ocean, while the tide elevation probably produces no perceptible geological changes, it passes at a tremendous speed. In the Atlantic its rate is five hundred geographical miles an hour. But this is merely the passing of an oscillation whereby the "particles" of water are gently moved through a cycle of positions, there can hardly be any appreciable effect upon the distant ocean-bottom, on an average of two thousand to three thousand fathoms below. When, however, the tidal wave enters a shallow sea, it encounters more and more the friction of the bottom, and while its rate of motion is decreased, its height and force are increased. Again when the tidal wave is increased in height by the convergence of the shores between which it moves, its force and rapidly the water is no longer a mere oscillation or pulsation of great ocean, the tide acquires a true movement of translation, and rushes past headlands and through narrow channels, with tremendous speed, a phenomenon well known to those who are at all familiar with the west coasts of Scotland and Scandinavia.

The discrepancies between the tides at different places are due then chiefly to the local formation of the coasts and sea-beds. Indeed, it seems that if the whole earth were covered with a uniform and deep sea, the tides would be excessively feeble. On no other assumption can we reasonably account for the fact that our barometric records give no very distinct evidence of tides in the atmosphere, which may justly be regarded as a deep and vast ocean of air embracing the whole earth to a practically uniform depth.

The height of the tide varies from zero up to seventy feet, and is of course the greater where, from the form of the land, the tidal wave is cooped up within a narrow inlet or estuary, in which case the advancing tide sometimes gathers itself into one or more large waves, and rushes furiously up between the converging shores. Thus, owing to the gradual decrease in width and depth of the Bristol Channel the tide enters the Severn with great force, forming a tidal wave or bore which attains a height of nine feet and has on every occasion caused great destruction, as in 1600, 1679, 1703, and 1883. The Bristol Channel also concentrates the tidal wave which gives Chesilpool and Cardiff a great range, which sometimes reaches fifty feet. In like manner, the tides which enter the Bay of Fundy, between Nova Scotia and New Brunswick, are more and more cooped up and rise higher as they ascend the strait, till they reach a height of seventy feet.

But these changes are gradual, not really sudden enough to constitute a properly called "bore." Prof. G. H. Darwin noted on the banks of the Severn during the spring tide in Sept., 1897 that there was a small bore, but only a succession of waves up stream, and a rapid rise of water-level.

In the case of the Seine river, which has been dyked as far as Rouen to admit vessels of twenty feet draught, it is said that there is a bore, *barré* or *mascaret* at every tide, ranging usually from eight to ten feet; which is probably accounted for by the fact that after Candebec and Quillebeuf, the estuary is set with extensive sand-banks between which flows a narrow navigable channel.

These bores are relatively small compared with that in the Chientung Kiang while the destructive bore of the great Amazon is robbed of its impressiveness because it cannot well be observed on account of its very magnitude; moreover, with it as well as with the other rivers, it is only at spring tide and with certain winds that the phenomenon is at all striking. On the other hand the Haining bore occurs at every tide to a remarkable extent in every season and at certain times assumes colossal proportions and is yet observable. For comparison it may be interesting to note the following description of the Amazon's bore or *porroca* by La Condamine:—

"During three days before the new and full moons, the period of the highest tide, the sea, instead of occupying six hours to reach its flood, swells to its highest limit in one or two minutes. The noise of that terrible flood is heard five or six miles off, and increases as it approaches. Presently you see a liquid promontory twelve or fifteen feet high, followed by another, and another, and some of them as high as four. These watery mountains spread across the whole channel, and advance with a prodigious rapidity, sending and crushing everything in their way. Immense trees are sometimes uprooted by it, and sometimes whole tracts of land are swept away."

SHIPPING AND MAILS.

MAILS DUE.

Australian (*Chingfa*) 27th inst.
 English (*Dalla*) 27th inst., at noon.
 American (*America*) 28th inst.
 German (*Prinz Bismarck*) 31st inst.
 Indian (*Kullang*) 31st inst.
 German (*Prinz Heinrich*) and prox.
 Australian (*Taiyuan*) 14th prox.
 German (*Manila*) 15th or 16th prox.

The P. & A. S. S. Co.'s *Nemata* from Portland arrived at Yokohama on 24th inst.
 The C. P. R. Co.'s *Albatross* arrived at Vancouver at 12.30 a.m. on 22nd inst.
 The C. P. R. Co.'s *Albatross* arrived at Yokohama at 8.30 a.m. on 25th inst., and left again at 5 p.m. same day, for Kobe, where she is due to arrive at 6 a.m. on 27th inst.
 The C. P. R. Co.'s *Albatross* arrived at Nagasaki at 1.30 p.m. on 24th inst., and left again at 9 p.m. same day, for Kobe, where she is due to arrive at 6 p.m. on 27th inst.

TELEGRAMS.

[Russia.]

Russia.

Count Alexia Ignatieff, the former Governor of Kieff, has been assassinated.

Later.

The elections for the Duma are fixed for the 19th February.

Football.

The South Africans have defeated Cornwall by 9 to 3.

Universal Suffrage in Austria.

Both houses in Austria have passed universal suffrage.

The Duke of Connaught's Eastern Tour.

The Duke of Connaught will start on the 20th January, for the East.

The Illness of the Shah of Persia.

The Shah of Persia is sinking rapidly.

24th December.

Central China Famine.

President Roosevelt has issued a proclamation asking for a fund in aid of the Chinese famine-stricken. He will also ask Congress to authorise the use of Government transports to convey food to China.

CANTON DAY BY DAY.

THE WINTER SOLISTICE FESTIVAL.

[From Our Own Correspondent.]

Canton, 24th December.

At 5.30 yesterday morning all the different officials here assembled at the Imperial Temple to perform the usual ceremony on the occasion of the winter solstice festival.

To-day, there has been no issue of the native newspapers in Canton on account of the winter solstice celebrations.

YUE-HAN RAILWAY SCRIPS.

Yesterday, Yung Yu Pan, a shareholder of the Yue-han Railway Company, petitioned the Viceroy, stating that at present, in Canton, there are numerous counterfeit Yue-han Railway share scrips in circulation, and people not knowing these, are dealing in them. The petitioner requests the Viceroy to take the necessary steps to find out the offenders and deal with them severely.

THEFT AT THE BRITISH CONSULATE.

Some time ago the British Consul sent a man, charged with larceny, to the Nambou Magistrate for trial. But at the trial the man strongly denied the charge preferred against him to the magistrate released him. Now the Consul is reported to have written to the Magistrate inquiring why he had let off the man without punishment.

CANTON-KOWLOON RAILWAY.

Yesterday, all the representatives of the different schools and colleges of Canton held another meeting to protest against the terms of the loan agreement of the Canton-Kowloon Railway. It was decided to telegraph further protests to the authorities at Peking.

CONVEYANCE OF CHINESE EMIGRANTS.

(UNDETERMINED) BY BRITISH STEAMERS.

Letters from the China Association, Hongkong and London, the Colonial Office, Messrs. Dodwell and Co., Ltd., and the Liverpool Steamship Owners' Association on the subject of British steamers not being allowed to carry Chinese emigrants (under contract) from China to foreign countries when the voyage exceeds 30 days were considered. It was resolved:

(1) That the Committee of the East India and China Trade Section of this Chamber deplore the disabilities under which the shipping of the United Kingdom labour owing to the provisions of the Chinese Passengers Act, 1855, and the Chinese Emigrant Ordinance (Hongkong), 1889, whereby British vessels are in many cases debarred from engaging in legitimate and profitable trade. (2) The recent instance of s.s. *Pechuan*, which was chartered in London to carry coolies from China to Mexico under contract approved by Chinese Provincial Authorities and with the consent of the Mexican Authorities, and which charter had subsequently to be cancelled, is an illustration of the hardship suffered by British owners at a time when suitable employment for shipping is difficult to obtain. (3) The Committee therefore urges that the laws and ordinance should at once be amended, as being unduly restrictive, and entirely out of date owing to the change of circumstances which has taken place since the regulations objected to were authorised by the Home Government and put into operation by the Legislature of Hongkong. A letter conveying the above-named resolutions to H.M. Principal Secretary of State for the Colonies was subsequently authorised.

STAFF-SURGEON R. T. GILLER has been posted to the *Tamar*, receiving ship at Hongkong, from 22nd Inst. Staff-Surgeon Gillmour has had considerable experience on the China Station, having served there previously. His joining the medical staff of the Navy dates from 1894; his promotion to staff-surgeon coming eight years later.

ADMIRAL BROWN, of the U.S. fleet now in port, announced before sailing from Manila that he would return to the Philippines about the middle of January, and that he will not visit Japan, as was reported. He is very anxious to have the crews of his command distinguish themselves in the coming target practice, and for this reason will return for the record shoot before his successor arrives.

CONCERT AT GOVERNMENT CIVIL HOSPITAL.

A delightfully pleasant concert was that which took place at the Government Civil Hospital yesterday afternoon, when a number of the most prominent residents of the Colony, including His Excellency the Officer Administering the Government, contributed their share to the entertainment of the patients by whom their efforts were highly appreciated, as this little function went far to brighten up and enliven the general conditions for them on that day.

Those present were:—His Excellency Mr. F. H. May, Officer Administering the Government, and his A. D. C. Mrs. F. H. May, Hon. Mr. T. Sercombe Smith, Colonial Secretary; Hon. Mr. H. H. J. Gompertz, Attorney-General; Hon. Dr. J. M. Atkinson and Mrs. Atkinson, Dr. W. V. Koch, Dr. Hartley, Dr. O. Marriott, Dr. F. Gröbe and Mrs. Gröbe, Dr. J. C. Thomson and Mrs. Thomson, Dr. Bell, R.N., Dr. W. B. A. Moore and Mrs. Moore, Dr. Saunders and Miss Saunders; His Lordship Bishop Porsoni, Archdeacon and Mrs. Bannister, Rev. Father Spada, the Rev. Mr. F. T. Johnson, the Rev. Mr. Bunbury and Mrs. Bunbury, the Rev. Mr. Stuart and Miss Stuart; Lady Iggott, Miss A. F. Latham, Miss M. H. Gourley, Miss E. Baker, Miss Z. Young, Miss S. E. Barker, Miss L. M. Jacobs, Miss M. E. Moir, Mrs. Poole, Mr. G. A. V. O'Connor, Mr. and Mrs. Chapman, Mr. Armstrong, Mr. and Mrs. Franklin, Mr. Foreyth, Mr. Chapham, Co. Lucas, Hon. Mr. and Mrs. W. Chatham and Miss Chatham, Mr. and Mrs. H. P. Tooker, Mr. and Mrs. John Uastlog; Miss B. A. Döberck, Miss V. H. Blair, Mr. and Miss Fletcher, Mrs. Phelps, Mr. G. Percy, and others, including many patients in the institution.

PROGRAMME.

Part I.

Pianoforte Solo—"Valse Ballet"—Chaminade
Mr. G. Grimble.

Song—"Gleaner's Slumber Song"—Walkbow
Mrs. Badeley.

Song—"The Banderero"—Leslie Stuart
Mr. G. Balloch.

Recitation—"The Heart's Charity"—Eliza Cook
Miss Blair.

Song—"The Widow Malone"—J. Russell
His Excellency Mr. F. H. May, C.M.G.

Xmas Carol—"When I view the mother holding"
Mrs. Badeley.

Part II.

Pianoforte Solo—"Berceuse"—Anon.
(This was composed by a lad of 11.)
Mr. G. Grimble.

Recitation—"Irish Anecdotes"—Anon.
His Excellency Mr. F. H. May, C.M.G.

Song—"I know a lovely garden"—G. D'Hardelot
Mrs. Badeley.

Song—"Three for Jack"—Squire
Mr. G. Balloch.

Song—"Peace and Rest"—Datten
Mrs. Newborn.

Humorous Recitation—
Mr. A. S. Cobden.

Xmas Carol—"The First Noel"—
God Save the King.

Accompanist—Mr. George Grimble.

MARRIAGE OF SIR J. JACKSON'S DAUGHTER.

In the Guards Memorial Chapel, Wellington Barracks, on November 21, Major Raymond J. Marker, D.S.O., Coldstream Guards, A.D.C. to Viscount Kitchener, was married to Miss Beatrice M. S. Jackson, daughter of Sir Thomas and Lady Jackson, of Stansted, Essex.

Sir Thomas Jackson gave his daughter away, and Captain R. A. Markham, Coldstream Guards, acted as best man. The bride was attended by four maids, Miss Dorothy Jackson, Miss Digby, and the Hon. Lettice Digby and Hon. Geraldine Digby, the two little daughters of Lord Digby, the bridegroom's uncle. Her train was carried by two little children, Master Godfrey Lloyd and Miss Mary Lloyd. The officiating clergy were the Rev. G. Oakshott, vicar of Stansted.

The reception was held at the Alexandra Hotel, and Major and Mrs. Marker left later in the afternoon for Alderbrook, Granleigh, lent them by Mr. Pandell Ralli. Lord Kitchener presented the bride with her bouquet, and gave to the bridegroom four silver entrée dishes.

THE RISING IN KIANGSI.

The following is the gist of two telegrams, one from the Pinghsiang rebellion received at the British Consulate from Changsha.

Dec. 11th 11.30 p.m.

"Serious anti-dynastic rising in Liuyang district, 46 miles E. of Changsha. Rebels numbering several thousands said to be armed with rifles and plenty of ammunition, also well organized. Taotai states over 3,000 troops with 3 machine guns already despatched from Changsha, about 800 men were coming from Kiangsi and that 2,000 foreign drilled troops with 6 mountain guns had been sent from Hupui and arrived at Yochou on 10th. Several encounters already taken place. Rebels encamped close to Liuyang city which it is feared they may seize and afterwards march on Changsha. Local troops of little use and situation will be critical until Hupui troops arrive. German engineers at Pinghsiang, and the foreigners at Liling have reached Changsha under escort. If state of river permits it would be good thing for gunboat to come to Changsha."

Received Dec. 14th:—"Fight took place on 10th, at Liuyang rebels driven back 15 miles in confusion. Another fight same day at Liling, rebels again defeated. Now surrendering 100 per day. Estimated numbers 20,000, but scattered over country with inferior weapons. Local authorities say no cause for apprehension."

From this latter telegram it would appear that the Chinese military authorities have the matter well in hand and that the rebellion has been quashed in its infancy.—*Shanghai Daily News*.

THE AMERICAN DINNER.

TO MR. J. L. RODGERS AND JUDGE L. R. WILFLEY.

The American Association of China at Shanghai, as already briefly reported by special telegram in our columns, gave a complimentary dinner to the Hon. James L. Rodgers, Consul-General, the Hon. Lebbett K. Wilfley and officials of the United States Court of China, at the Astor House Hotel, last night, says *N. C. D. News* of 19th inst. The dinner, which was the largest gathering of Americans at a complimentary banquet which has ever taken place in Shanghai, was of the usual elaborate American kind, every comfort of the ninety odd guests having been carefully studied. The banquet hall was nicely decorated with flags and flowers, the Stars and Stripes covering the wall behind the top table. In front of the Chairman was an eagle surmounting an elaborate fancy dish standing on a small table. The flowers used in the decorations were either red or white, the tables were laid in tricolour, and bamboos and evergreens assisted to conceal the walls where the flags failed to do so. Dr. Gilbert Reid presided, Consul-General Rodgers being on his immediate right and Hon. L. R. Wilfley on his left. There were also at the top table, District Attorney Bassett, U. S. Marshal Leonard, Mr. F. S. A. Bourke, assistant Judge H. M. Supreme Court, Clerk of U. S. Court Dr. Hinckley, U. S. Deputy Consul-General Boyd, Commander Cutler, Lieut. Commander Mitchell, U. S. S. Galveston, Lieut. Andrews in command U. S. S. Villalobos, Mr. H. De Gray Dr. F. L. Hawke, Mr. J. R. Jernigan, etc. A string band was present and played popular American music during the evening.

The Chairman, Dr. Gilbert Reid, submitted the first toast of the evening, namely, the health of President Roosevelt. The toast having been honoured, the Chairman said this might be called the annual banquet of the American Association, except that it was not. The arrival of their distinguished guests afforded them the opportunity of meeting round this festive board not only to wish them well during their stay in the city of Shanghai and in China, but also to carry out some of the purposes of the Association. This organization was meant to advance the interests of Americans in China whatever those interests might be—commercial, educational, missionary or any other enterprise that might occupy the energies of Americans in this country. It was the interest of this Association to advance these commercial interests, but the main thing they recommended in advancing its relations and interests was that they were individuals joined together for impressing their ideas on the officials—sometimes unfavourably, sometimes to their annoyance and sometimes with approval, and then the Association received their blessing. Some months ago leave of absence was granted their Consul-General so that he might go to Washington. They were glad to see him back with a smile on his face and with expressions of pleasure. The Association had also met to give their hearty congratulations and best wishes to the inaugurators of the United States Government in the Far East, especially of the Judicial Department. Their Consul-General was to all as an old friend who sought to do all he could for them, individually and as a nation, and he wished to call upon the Consul-General, whose health he asked the company to drink.

The toast was accorded musical honours.

Consul-General Rodgers was deeply grateful for the kind welcome given and for the kind words spoken. He felt sincerely that his chief function there that night was to second the words of welcome to Judge Wilfley and his associates of the United States Court for China. Everything that he could do to further the work that had been outlined for Judge Wilfley and his associates would be done by him to the utmost extent. He wished for Judge Wilfley and for his associates, all the measure of success that they could desire, all the good that could be accomplished by thorough, good work, and everything that could accrue to conscientious duty well performed as it should be. (Applause.) As a result of his visit to America the speaker could bring to them tidings of good things to come. (Applause.) They already had evidence in the provision for the future in Judge Wilfley and the United States Court for China. In a very short time there would come the result they were all wishing for and that was a more proper establishment of the United States in China. (Applause.) He could convey to them as the sentiment of Government of the United States at this time, the sincere wish that all good may be accomplished for the Americans in China, for the purposes of the Government in every way, and for the advancement of all the interests of Americans. He could also say that he had come from a land flowing with milk and honey and especially that honey of which Americans were accused of being proud. The prosperity of America at this time was such as to cause pride to grow in the heart of every American. Without boasting and with all soberness he could say that the condition of the country was wonderful and it would be strange indeed if they did not get some reflex benefit in China. (Applause.)

The Chairman said they had reasonable hope of good things to come for their Consul service in Shanghai and in the other parts, so that the prestige of Americans might be exalted in the years to come. He was sure they all appreciated the initiation of this new effort, wherein the judicial defects of their government would be presented to an able, worthy, conscientious, judicial mind, and the acquaintance they had with Judge Wilfley as he passed through Shanghai from the Philippines to the United States gave them evidence that everything of a judicial character in this new court would be administered in a just way and in accordance with the high principles of law, equity and justice. They did not wish their new judge to be intimidated by a long list of judicial cases that were before him, for they

(Continued on page 3.)

CENTRAL CHINA FAMINE.

EXECUTIVE COMMITTEE MEETING.

The Executive Committee met at the office of Brunner, Mond & Co. at 4 p.m. on Monday, December 17. The members present were: Messrs. Ed. S. Little (Chairman), C. M. Ede and Chu Pao-an (Hon. Treasurer), C. Broderick, Father Colman, A. E. Hippley, Dr. J. R. Hykes, Chun Niacheng, Jen Fung-ching, Ser-Tze-ying, Tseng Shao-ching, and the Chinese and Foreign Secretaries. The Rev. Dr. Woods of Hualanfu was invited to sit with the Committee.

The minutes of the last meeting were taken as read. A correction was made, wherein Mr. Ed. S. Little as Chairman of this Committee was appointed to write to the Chairman of the International Red Cross Fund with reference to the transfer of funds still on hand. Messrs. C. Broderick, E. de Bavier, Father Colman, A. E. Hippley, M. Speelman, and Tseng Shao-ching were unanimously elected as additional members of the Executive Committee. The Chairman reported that, as previously agreed, letters have been sent to missionaries in the famine area, that the Consul-General had telegraphed to their respective Governments, that telegrams have been sent to the Lord Mayor of London, the American Asiatic Association of New York, to Dr. Knappe of Berlin, and to the Press Association of Paris, and that the various Cable Companies had sent the telegrams free of expense. The Chinese Imperial Telegraph Co. had also promised to send and receive telegrams for this Committee within a limit of 30 words for each telegram. A vote of thanks was extended to these different Telegraph Companies for thus consenting to send free message.

The Chairman reported that the Chairman of the Red Cross Fund states there was about Tls. 24,000 on hand, and that in a few days the Executive Committee of that Fund would take into consideration the possibility of transferring this amount to this Fund. The Chairman reported on his visit to Nanking, in similar terms to those already printed in the papers.

The Hon. Treasurer reported that the Commissioner of the Chinese Postal Department of Shanghai, Mr. B. M. G. de Galemberg, had arranged for sending letters connected with the Famine Fund in Shanghai free of postage. The thanks of the Committee were extended to M. de Galemberg and the Postal Department. It was also moved that M. de Galemberg be added to the list of the General Committee.

The Chinkiang Committee had agreed to co-operate with this Committee, and Messrs. McCane and Walker had been appointed to act for that Committee in correspondence and conference.

The Treasurers were designated to open depôts in different parts of Shanghai for receiving old clothing to be sent to the famine district. Mr. Ede reported that up to the hour of meeting the two Treasurers had received \$1,330.80 and Tls. 10,484.65.

It was moved and carried that telegrams be sent to President Roosevelt, to Mr. John Rockefeller, to Mr. Andrew Carnegie, and to the Lord Mayors of Manchester and Birmingham, requesting that shipments of flour be made for the relief of the famishing people. The Chairman reported that Mr. Tseng Shao-ching had prepared letters to be sent to the Chinese in foreign parts, and that these letters with an appeal from the two Treasurers would be sent by the next mail. It was decided that letters be sent to different treaty ports in China urging a formation of Local Committees.

It was decided that a letter be sent to the Taotai asking that passes be granted for transmitting food to the famine region, and in case this should be impossible, that the Viceroy be communicated with with reference to this matter. The Chairman reported that the Viceroy had already agreed to provide steam launches and boats free of charge for conveying food from Chinkiang up the Grand Canal. The Viceroy was requested to appoint officials to look after this at Chinkiang. The question of providing a sanitary department at the concentration camps was taken into consideration. A telegram from the Viceroy addressed in Shen Kungpao was read, wherein it was stated that he had deputed Mr. Sze Tze-ying and Taotai Hau to go in person to the famine district to act in the distribution of relief. A letter from a foreigner in Nanking was read, stating that there were 30,000 refugees in that city and asking for help. It was decided that our funds are insufficient at present to send to that place. In response to a telegram sent on Saturday to different cities in the famine region replies had been received from Hsuehoufu, Yunnan and Tsingkiangpu, asking that money be sent for distribution.

After discussion as to mode and place of distribution, it was decided that names of suitable foreigners and Chinese in the famine region be submitted to the Committee, from which Local Committees will be appointed to act in important centres for the distribution of relief.

The Committee adjourned at 7 p.m.
GILBERT REID, Hon. Secs.
SHEN TON-HO.

RAUB GOLD MINING CO.

The Singapore secretary, Mr. H. Roland Llewellyn, writes to the *Singapore Free Press*—

Reports from the mine inform that exceptionally heavy rains have caused a land slide at Sempan, which has completely blocked the water flow leading from the Dam to the Pipe Line, thus entirely depriving the mine of all power.

Advices received this morning (19th) state that the work of clearing the landslip has progressed very favourably and it is hoped that the mine will start again to-morrow, 19th instant, thus some seven or eight days will have been lost.

NEW MACAO STEAMERS.

The I.C. str. *Kwongkong*, reports sighting the steamers *Sui Tai* and *Sui An*, on the 20th inst. at 8.30 a.m. in Lat. 14° 25' North, Long. 122° 23' East, bound S.S.W. The two river steamers have been bought by the Hongkong, Canton and Macao Steamboat Co., Ltd. and will, we understand, replace the *Avouille* *Hongkong*, undergoing repairs at the Kowloon Docks, on the Macao run. The *Sui* boats are much smaller than the old favourites which they will replace, and in point of speed also do not equal the former vessel on the service. It is believed that the new steamers will take three and a half hours to do the journey formerly accomplished by the *Hongkong* in three. In every other respect the *Sui Tai* and *Sui An* are admirably adapted for the Steamboat Co.'s service. With the two steamers the Company will maintain a continuous, daily service between Hongkong and the Portuguese settlement.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 26th at 11.45 a.m.—The barometer has fallen rapidly over E. Japan, and risen slightly over China.

A depression which passed over E. Manchuria yesterday, has reached N.E. Japan. The anticyclone is still central over the continent to the North of the Yangtze, and pressure remains relatively low over the S. part of the China Sea.

Gradients continue moderate to rather steep and strong monsoon will prevail in the Formosa Channel and heavy monsoon over the China Sea.

FORECAST.

- 1.—Hongkong and neighbourhood, N. winds, moderate; fine.
- 2.—Formosa Channel, N.E. winds, strong.
- 3.—South coast of China between Hongkong and Lamocks, N. winds, fresh.
- 4.—South coast of China between Hongkong and Hainan, same as No. 3.

Today's Advertisements.

THE ALL NATIONS' HIGH SCHOOL AND GRADED COLLEGE.

THIS COLLEGE is now in a position to receive Pupils of all ages, either with or without Board and Lodging. For a thorough practical education, no better School can be found on the China Coast. Fees very moderate. Inquire at No. 7, Carnarvon Road, Kowloon, or address Mr. F. I. CLYDE, the Principal, at the college.
Hongkong, 26th December, 1906. [1237]

PRIVATE INFORMATION BUREAU.

ANY person wishing to obtain Private Information on any subject of legal concern should apply to the SOUTH CHINA INFORMATION BUREAU AND INQUIRY OFFICE, No. 14, Des Voeux Road Central, and floor. The Bureau is managed by one who is thoroughly acquainted with the customs, habits, manners and language of the Europeans, Chinese and nearly every other nationality found in Hongkong and neighbourhood, assisted by a thoroughly competent staff. Charges very moderate. Office hours from 2.30 to 7 P.M. daily.
Hongkong, 26th December, 1906. [1238]

S.S. "SALAZIE"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Medoc* and *Cordogan*, from Havre ex s.s. *Cordogan*, and from Bordeaux ex s.s. *Ville de Dunkerque*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 10 A.M. TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after TUESDAY, the 1st January 1907, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 1st January, 1907, or they will not be recognised.

All damaged packages will be examined on FRIDAY, the 28th December, at 3 P.M.

No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Agent.

Hongkong, 25th December, 1906. [11]

LOST.

A SILVER PENCIL-CASE and a CRUCIFIX attached in a big Silver Ring. Dropped in the Central District during Monday night. Will finder kindly return to L. R. ERSKINE-PITTER-ERSKINE, C/o This Office.

REWARD!
Hongkong, 26th December, 1906. [1239]

STEAM TO CANTON.

THE NEW Twin Screw Steel Steamer

"KWONG TUNG" No. 1, 1,338 Tons, B. W. WALKER. Leaves Hongkong for Canton on each Sunday, Tuesday and Thursday, at 9 every evening. Leaves Canton for Hongkong on each Monday, Wednesday and Friday, about 5.30 o'clock every evening.

This Fine New Steamer has unexcelled Accommodation for First Class Passengers and is lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey, \$5 (Servant excluded).
Meals \$1 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.
Hongkong, 26th November, 1906. [1075]

Intimations.

THE ROBINSON PIANO CO., LD.

TALKING MACHINES AND RECORDS.

New Stock just arrived

LARGE AND VARIED

ASSORTMENT.

MUSIC.

Comic Opera Scores and Dance Music.

RECEIVED BY EVERY MAIL.

Hongkong, 20th November, 1906. [13]

UNSURPASSED FOR QUALITY

AND CONDITION.

HALL'S 'BOAR'S HEAD' BRAND.

GUINNESS'S EXTRA FOREIGN STOUT.

BASS'S INDIA PALE ALE

(RED TRIANGLE).

THE VERY FINEST PRODUCTIONS

OF THE

CELEBRATED BREWERIES

OF

Messrs. A. GUINNESS, SON

& Co., Ltd.

Messrs. BASS & Co., Ltd.

IN CASES QUARTS, PINTS, AND SPLITS.

PRICE LIST ON APPLICATION.

10% DISCOUNT ALLOWED UNTIL FURTHER

NOTICE.

SOLE AGENTS:

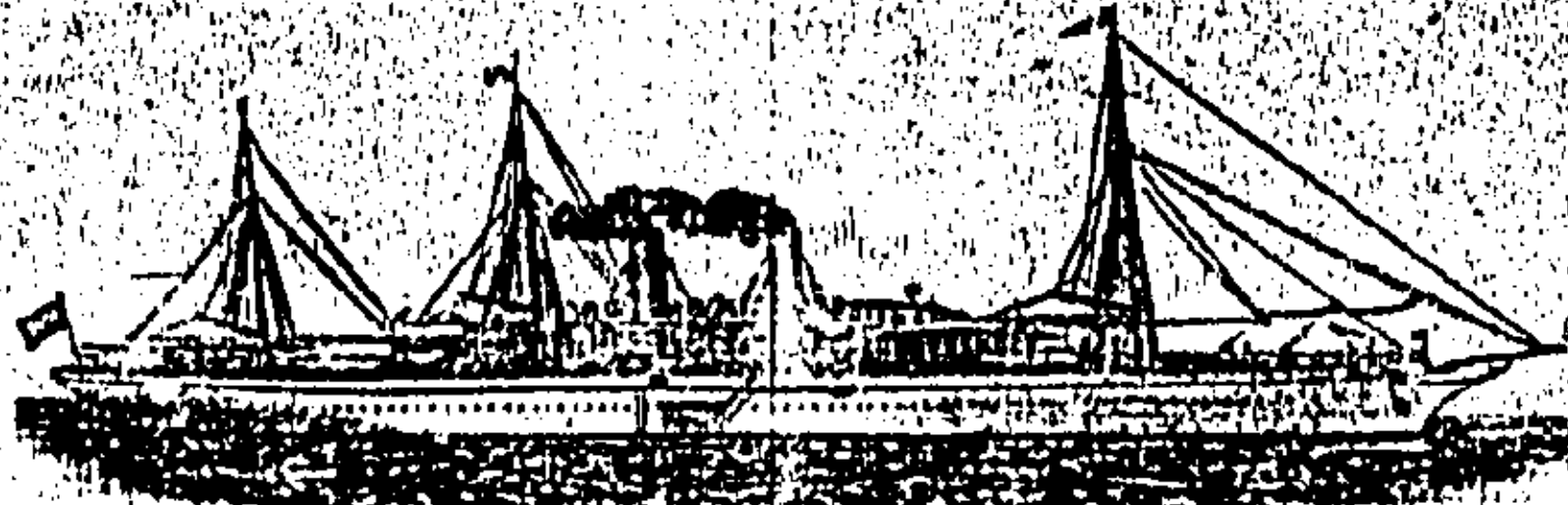
H. PRICE & CO.

WINE AND SPIRIT MERCHANTS.

12, QUEEN'S ROAD CENTRAL.

Hongkong, 12th December, 1906. [4]

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days Ocean Travel.

11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"TARTAR".....	4,425	WEDNESDAY, January 9th.....	February 2nd
"EMPERESS OF CHINA".....	5,000	THURSDAY, January 17th.....	February 4th
"MONTEAGLE".....	6,163	WEDNESDAY, January 23rd.....	February 10th
"EMPERESS OF INDIA".....	6,000	THURSDAY, February 14th.....	March 4th
"ATHENIAN".....	3,882	WEDNESDAY, February 20th.....	March 16th
"EMPERESS OF JAPAN".....	6,000	THURSDAY, March 14th.....	April 1st

"Empress" Steamers will depart from Hongkong at 4 P.M.
Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the ILLUM SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and Quebec with the Company's New Patriotic "EMPERESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class.....£14 St. Lawrence £60. Via New York £62.
Hongkong to London, Intermediate up
Steamers, and 1st Class on Railways.....£40.....£42.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at intermediate rates, affording superior accommodation for that class. Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to
D. W. CRADDOCK, Acting General Agent,
Corner Pedder Street and Praya.

Hongkong, 20th December, 1906.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
MANILA.....	LOONGSANG	THURSDAY, 27th Dec., 4 P.M.
SINGAPORE.....	FAUSANG	FRIDAY, 28th Dec., 3 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 26th December, 1906.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
CEBU and ILOILO.....	"KAIFONG".....	28th December, 4 p.m.
SHANGHAI.....	"SHAOSHING".....	29th " " " "
YOKOHAMA and KOBE.....	"CHINGTU".....	30th " " " "
MANILA.....	"TAMING".....	2nd January, 4 p.m.
SHANGHAI.....	"YOCHOW".....	4th " " " "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA".....	5th " " " "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duty qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 26th December, 1906.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI.....	2540	R. Almond.....	MANILA (DIRECT)	FRIDAY, 28th Dec., at 5 P.M.
ZAPIRO.....	2540	R. Rodger.....	"	SATURDAY, 5th Jan., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 26th December, 1906.

HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast.)

Steamship	About
.....	

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 22nd November, 1906.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

BY the new steamers "RENNANIA," "HABSBURG," and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They are especially built for the tropics with very large well ventilated cabins, amidsips, lighted throughout by electricity, fans provided in each cabin. The bunks are not arranged one above the other as it has been the fashion hitherto, but the staterooms closely resemble ordinary sleeping rooms on shore, the bunks standing like beds at either side of the cabins. As a novelty, a number of cabins are provided for single passengers. These steamers call at NAPLES and PLYMOUTH. In addition to the above steamers, the s.s. "SILENSIA" and "SCANDIA" carry first class passengers. Return Tickets issued at reduced rates, through tickets issued to NEW YORK via NAPLES, SOUTHAMPTON and HAMBURG.

NEXT SAILINGS FROM HONGKONG.

Outward.	Homeward.
FOR SHANGHAI, KOBE AND YOKOHAMA.	FOR THE STRAITS, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH, HAVRE AND HAMBURG.
SILENSIA.....	3rd January.
SCANDIA.....	1st February.
HABSBURG.....	3rd March.
RENNANIA.....	1st April.
Hongkong, 24th December, 1906.	29th January.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"ARRATOON APCAR,"
Captain A. E. Gentles, will be despatched for the above Ports, on FRIDAY, the 28th instant, at 3 P.M.

For Freight or Passage, apply to
DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 26th December, 1906.

Consignees.

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBORO, ANTWERP AND LONDON.

THE Steamship

"CARNARVONSHIRE,"
Captain G. W. Jackson, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 27th instant, at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 21st December, 1906.

NOTICE TO CONSIGNEES.

THE P. & O. S.N. Co.'s Steamer

"HORNEO,"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 27th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees' and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 21st December, 1906.

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"SEYDLITZ,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, where delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before THURSDAY, the 20th of December, at 3 P.M.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th of December, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th of December, at 9.30 A.M.

All Claims must reach us before the 4th of January, 1907, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.
MELCHERS & Co.,
Agents.

Hongkong, 20th December, 1906.

Consignees.

AMERICAN ASIATIC STEAMSHIP CO.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"RAS BERA,"
Captain Morris, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th instant will be subject to rent.

All broken, chafed and damaged goods are to be left in the Godowns where they will be examined on the 31st instant, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 24th December, 1906.

THE H. A. L. Steamship

"SPEZIA,"
Captain Malchow, having arrived, Consignees of Cargo are hereby informed to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 20th December, 1906.

Entimations.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM. FARLANE,
Manager.

Hongkong, 22nd June, 1906.

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.

The Superior's will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools who are taught by the Sisters.

Hongkong, 22nd April, 1892.

Mails.

MESSAGERIES
MARITIMES

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, AUSTRALIA,
ADEN, EGYPT, MAR-
SEILLES, LONDON,
HAVRE, BORDEAUX, MEDITERRANEAN AND
BLACK SEA PORTS.

The S.S. "YARRA,"
Captain Sellier, will be despatched for
MARSEILLES on TUESDAY, the 8th
January, at 1 P.M.

Passage tickets and through Bills of Lading
issued for above ports, and for Australia, with
prompt transhipment at Colombo.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows—
S.S. SALAZIE.....22nd January, 1907.
S.S. OCEANIE.....5th February.

G. DE CHAMPEAUX,
Agent.

Hongkong, 26th December, 1906.

HE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEN, EGYPT, MEDITER-
RANEAN, PLYMOUTH
AND LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN AND SOUTH AFRICAN PORTS.)

HE Steamship

"DELHI,"
ain J. D. Andrews, R.N.R., carrying H. Ma-
sty, mails, will be despatched from this for
BOMBAY, on SATURDAY, the 29th Decem-
ber, at Noon, taking Passengers and Cargo to
the above Ports in connection with the Com-
pany's S.S. "Victoria," 6,500 tons, from Colombo,
Passengers' accommodation in which vessel is
secured before departure from Hongkong.

Mail and Valuables, all Cargo for France,
all Tea for London (under arrangement
of the Peninsular and Oriental Steam Navigation
Company) proceeding direct to Marseilles and
London, other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. "Cal-
cutta," due in London on 9th February, 1907.

Parcels will be received at this Office until
5 P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to
R. A. HEWETT,
Superintendent.

Hongkong, 19th December, 1906.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TON-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
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Steamer. Tons. Captain. Sailing.

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are fitted with very superior accommodation
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Queen's Buildings,
Hongkong, 12th December, 1906.

REGULAR STEAMSHIP SERVICE
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PRICES.

Cornmeal & Flour, 24 lb. per 100 lbs.

BUTCHER MEAT.

Beef—Prime cut—Mel Long P.A. 20

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"Roast—Shu.....20

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"Steak—Ngau Pak Pa.....20

"Sirloin—Ngau Lan.....20

"Sausages—Ngau Yik Chang.....20

"Bullock's Brains—Keow.....10

"Tongue—Ngau Li.....20

"Comed—Ham Ngau Li.....25

"Head—Ngau Tau.....20

"Heart—Ngau Sum.....12

"Hump—Ngau Kiu.....20

"Foot—Ngau Kiu.....20

"Kidneys—Ngau Yiu.....10

"Tail—Ngau Mei.....17

"Liver—Ngau Con.....12

"Tripe (undressed)—Ngau To.....7

"Calves' Head and Feet—Ngau-chai-
tan-koek.....1.00

"Mutton Chop—Young Pak Kwai.....24

"Leg—Young Pak.....24

"Shoulder—Young Shau.....22

"Pigs' Chittlings—Chi cheong.....24

"Brains—Chi Kow.....12

"Feet—Chi Kork.....

Intimations.

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Hongkong, 20th December, 1906.

[1221]

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Bank Wove (Blue and Cream).

T. H. Saunders's Handmade Papers.

Note and Letter Papers, with Envelopes to
match, in boxes.

For samples and prices,

Apply at—

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Hongkong, 7th December, 1906.

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WINE & SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.
ESTABLISHED 1815.

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REQUISITES.

EASTMAN'S

&c. &c. &c.

KODAKS, FILMS,

AND

ACCESSORIES.

AMATEUR WORK RECEIVES PROMPT and CAREFUL ATTENTION.

Hongkong, 11th May, 1907

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOOIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE PERCENTAGE OF DIVIDEND PAID ON LAST YEAR'S PROFIT.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	10,000	\$125	\$125	{ £1,000,000 \$10,250,000 \$250,000 \$12,735 \$150,000 }	\$1,712,472	{ £115/- @ Ex. 2/11 = \$16.47 for first half- year 1906 \$2 (London 3/6) for 1905 }	1 1/2 %	\$825 sellers London 2/4
National Bank of China, Limited	10,000	£7	£6	{ £1,000,000 \$10,000,000 \$250,000 \$12,735 \$150,000 }	\$74,099	\$2 (London 3/6) for 1905		£47
MARINE INSURANCES.								
Union Insurance Office, Limited	10,000	\$250	\$50	{ £1,675,000 \$20,000,000 \$250,000 \$12,735 \$150,000 }	\$233,638	\$20 for 1905	6 1/2 %	\$297
North China Insurance Company, Limited	10,000	£15	£5	{ £110,000 \$1,100,000 \$250,000 \$12,735 \$150,000 }	Tls. 185,529	{ Final of 7/6 making 15/- for year ended 30.6.1906 }	6 %	Tls. 8 1/2 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	{ £1,000,000 \$10,000,000 \$250,000 \$12,735 \$150,000 }	\$2,702,271	Interim div. of 13/- for 1905	4 1/2 %	\$760 buyers
Yangtze Insurance Association, Limited	10,000	\$100	\$60	{ £1,000,000 \$10,000,000 \$250,000 \$12,735 \$150,000 }	\$508,334	\$12 and \$3 special dividend for 1904	8 1/2 %	\$760 buyers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ £1,000,000 \$10,000,000 \$250,000 \$12,735 \$150,000 }	\$344,098	\$6 for 1904	6 1/2 %	\$93
Hongkong Fire Insurance Company, Limited	10,000	\$250	\$50	{ £1,000,000 \$10,000,000 \$250,000 \$12,735 \$150,000 }	\$422,618	\$25 for 1904	7 1/2 %	\$333 sellers
STEAMSHIPING.								
China and Manlin Steamship Company, Limited	10,000	\$25	\$25	{ £1,000,000 \$10,000,000 \$250,000 \$12,735 \$150,000 }	\$6,563	\$1 1/2 for 1905	7 %	\$21
Douglas Steamship Company, Limited	10,000	\$50	\$50	{ £1,000,000 \$10,000,000 \$250,000 \$12,735 \$150,000 }	Nil.	\$2 1/2 for year ended 30.6.1906	6 1/2 %	\$37
Hongkong, Canton & Macao Steamboat Co., Ltd.	10,000	\$15	\$15	{ £1,000,000 \$10,000,000 \$250,000 \$12,735 \$150,000 }	\$5,464	\$1 for 1st half-year 1906	7 1/2 %	\$27
Indo-China Steam Navigation Company, Limited	10,000	£10	£10	{ £1,000,000 \$10,000,000 \$250,000 \$12,735 \$150,000 }	£2,442	10/- @ ex. 2/11 = \$1.60	5 %	\$95 sales
Shanghai Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	{ £1,000,000 \$10,000,000 \$250,000 \$12,735 \$150,000 }	Tls. 23,136	{ Interim div. of Tls. 2 1/2 for 1906 Interim div. of Tls. 2 1/2 for 1905 1/- (Coupon No. 6) for 1905 }	9 1/2 % 6 1/2 % 4 %	Tls. 55 sellers Tls. 50 buyers 30/-
"Star" Ferry Company, Limited	10,000	£10	£10	{ £1,000,000 \$10,000,000 \$250,000 \$12,735 \$150,000 }	\$218	{ \$1.50 for year ending 30.6.1906 £0.75 }	5 1/2 % 4 1/2 %	\$26 buyers 17 1/2 buyers
Yatke Tug and Lighter Company, Limited	10,000	£10	£10	{ £1,000,000 \$10,000,000 \$250,000 \$12,735 \$150,000 }	Tls. 13,913	Interim div. of Tls. 2 account 1906	8 1/2 %	Tls. 47 1/2 buyers
ELIUMINERIES.								
China Sugar Refining Company, Limited	10,000	\$100	\$100	{ £1,000,000 \$10,000,000 \$250,000 \$12,735 \$150,000 }	\$49,914	Final of \$15 making \$25 for 1905	19 1/2 %	\$130
Luxon Sugar Refining Company, Limited	10,000	\$100	\$100	{ £1,000,000 \$10,000,000 \$250,000 \$12,735 \$150,000 }	\$132,588	Tls. 4 (8 %) for year ending 31.6.1906	5 %	\$21 Tls. 80 sales
Jerak Sugar Cultivation Company, Limited	10,000	\$100	\$100	{ £1,000,000 \$10,000,000 \$250,000 \$12,735 \$150,000 }	Tls. 8,915	Tls. 4 (8 %) for year ending 31.6.1906	5 %	\$21 Tls. 80 sales
MINING.								
Chinese Engineering and Mining Company, Ltd.	10,000	£1	£1	{ £1,000,000 \$10,000,000 \$250,000 \$12,735 \$150,000 }	£12,546	{ Final of 1/- (No. 7) making 2 1/2 for year ended 30.6.1906 }	7 %	Tls. 10.60 buyers
Consolidated Mining Company, Limited	10,000	£1	£1	{ £1,000,000 \$10,000,000 \$250,000 \$12,735 \$150,000 }	G \$909,050	Interim of 10 cents for account 1906	10 %	G. 510 sellers
Sub Australian Gold Mining Company, Limited	10,000	£1	£1	{ £1,000,000 \$10,000,000 \$250,000 \$12,735 \$150,000 }	£8,745	No. 12 of 1/- = 48 cents		18 1/2 buyers
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ £1,000,000 \$10,000,000 \$250,000 \$12,735 \$150,000 }	\$8,925	\$2 for 1905	6 1/2 %	\$21
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$10	\$10	{ £1,000,000 \$10,000,000 \$250,000 \$12,735 \$150,000 }	\$20,040	\$2 1/2 for a/c 1906	6 1/2 %	\$104 buyers
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$10	\$10	{ £1,000,000 \$10,000,000 \$250,000 \$12,735 \$150,000 }	\$39,500	\$6 for first half-year ending 30.6.1906	8 1/2 %	\$145
New Amoy Dock Company, Limited	10,000	\$10	\$10	{ £1,000,000 \$10,000,000 \$250,000 \$12,735 \$150,000 }	\$2,221	\$1 for 1905	6 1/2 %	\$16
Shanghai Dock and Engineering Co., Ltd.	15,700	Tls. 100	Tls. 100	{ £1,000,000 \$10,000,000 \$250,000 \$12,735 \$150,000 }	Tls. 3,997	Final of Tls. 4 making Tls. 8 for 1905	7 1/2 %	Tls. 100 sales
Shanghai and Hongkew Wharf Company, Limited	12,000	Tls. 100	Tls. 100	{ £1,000,000 \$10,000,000 \$250,000 \$12,735 \$150,000 }	Tls. 57,665	Interim div. of Tls. 8 on account 1906	6 %	Tls. 235 sellers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	{ £1,000,000 \$10,000,000 \$250,000 \$12,735 \$150,000 }	Tls. 5,668	Tls. 18 for 1905	8 %	Tls. 225 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ £1,000,000 \$10,000,000 \$250,000 \$12,735 \$150,000 }	none	First year		Tls. 102
Motor House Hotel Company, Limited (Shanghai)	10,000	\$25	\$25	{ £1,000,000 \$10,000,000 \$250,000 \$12,735 \$150,000 }	\$30,000	\$3 for year ended 30.6.1906	10 %	\$30 sales
Central Stores, Limited	10,000	\$15	\$15	{ £1,000,000 \$10,000,000 \$250,000 \$12,735 \$150,000 }	none	\$2.40 on \$12 for 1905	13 1/2 %	\$18 buyers
Do. (new issue)	10,000	\$15	\$15	{ £1,000,000 \$10,000,000 \$250,000 \$12,735 \$150,000 }	none	\$2 on \$12 for 1905		\$104 buyers
Do. (Founders)	123	\$15	\$15	{ £1,000,000 \$10,000,000 \$250,000 \$12,735 \$150,000 }	\$4,719	None		\$300 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ £1,000,000 \$10,000,000 \$250,000 \$12,735 \$150,000 }	\$68,977	\$5 for first half-year for 1906	9 %	\$112 1/2
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	{ £1,000,000 \$10,000,000 \$250,000 \$12,735 \$150,000 }	\$130,000	Interim div. of \$3 1/2 account 1906	6 1/2 %	\$105 buyers
Hotel des Colonies Company, Limited	10,000	Tls. 25	Tls. 25	{ £1,000,000 \$10,000,000 \$250,000 \$12,735 \$150,000 }	Tls. 20,783	Final of 6 1/2 = 10 % for 1905	10 1/2 %	Tls. 15 sales
Hotel Metropole Company, Limited	2,000	\$100	\$100	{ £1,000,000 \$10,000,000 \$250,000 \$12,735 \$150,000 }	\$4,699	Final of \$6 making \$10	12 1/2 %	\$80 sellers
Thompsons Estate & Finance Company, Limited	10,000	\$10	\$10	{ £1,000,000 \$10,000,000 \$250,000 \$12,735 \$150,000 }	\$208,387	80 cents for 1905	7 %	\$12 1/2 buyers
Whowloon Land and Building Company, Limited	10,000	\$50	\$50	{ £1,000,000 \$10,000,000 \$250,000 \$12,735 \$150,000 }	none	\$2 1/2 for 1905	6 1/2 %	\$38 sellers
Shanghai Land Investment Company, Limited	10,000	Tls. 50	Tls. 50	{ £1,000,000 \$10,000,000 \$250,000 \$12,735 \$150,000 }	Tls. 860,493	Tls. 3 for half-year 1906	5 1/2 %	Tls. 97 buyers
Do. (new issue)	10,000	Tls. 50	Tls. 50	{ £1,000,000 \$10,000,000 \$250,000 \$12,735 \$150,000 }	Tls. 170,000	Interim div. of \$2 account 1906	8 %	Tls. 50 buyers
West Point Building Company, Limited	12,500	\$10	\$10	{ £1,000,000 \$10,000,000 \$250,000 \$12,735 \$150,000 }	none			\$10
COTTON MILLS.								
Two Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ £1,000,000 \$10,000,000 \$250,000 \$12,735 \$150,000 }	Tls. 50,000	Tls. 10 for year ended 31.10.1906	15 1/2 %	Tls. 63 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ £1,000,000 \$10,000,000 \$250,000 \$12,735 \$150,000 }	Tls. 45,933	\$1 1/2 for the year ending 31.7.1906	9 1/2 %	\$13
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ £1,000,000 \$10,000,000 \$250,000 \$12,735 \$150,000 }	Tls. 150,000	Tls. 6 for year ended 30.6.1906 (8 %)	9 1/2 %	Tls. 63
Lau-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ £1,000,000 \$10,000,000 \$250,000 \$12,735 \$150,000 }	none	Tls. 8 for 1905	7 1/2 %	Tls. 95 buyers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	{ £1,000,000 \$10,000,000 \$250,000 \$12,735 \$150,000 }	Tls. 18,456	Tls. 25 for 1905	7 1/2 %	Tls. 335 buyers
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	{ £1,000,000 \$10,000,000 \$250,000 \$12,735 \$150,000 }	none	\$7 for 1905	7 %	\$700 sellers
Bell's Asbestos Eastern Agency, Limited	8,504	12/6	12/6	{ £1,000,000 \$10,000,000 \$250,000 \$12,735 \$150,000 }	£814	1/3 per share for 1905	8 1/2 %	\$7 sellers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	{ £1,000,000 \$10,000,000 \$250,000 \$12,735 \$150,000 }	\$9,000	\$3 for 1905	9 1/2 %	\$32
China-Borneo Company, Limited	60,000	\$12	\$12	{ £1,000,000 \$10,000,000 \$250,000 \$12,735 \$150,000 }	none	\$1 for 1904		\$10
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ £1,000,000 \$10,000,000 \$250,000 \$12,735 \$150,000 }	Tls. 50,000	Final of Tls. 5 making Tls. 10 for 1905	16 1/2 %	Tls. 60 sellers
China Light and Power Company, Limited	50,000	\$10	\$10	{ £1,000,000 \$10,000,000 \$250,000 \$12,735 \$150,000 }	none	60 cents for year ended 28.2.1906	6 %	\$10
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	{ £1,000,000 \$10,000,000 \$250,000 \$12,735 \$150,000 }	\$8,000	80 cents for 1905	8 1/2 %	\$80 sales
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	{ £1,000,000 \$10,000,000 \$250,000 \$12,735 \$150,000 }	\$50,000	\$1.30 for year ending 31.7.1906	7 1/2 %	\$16 buyers
Green Island Cement Company, Limited	200,000	\$10	\$10	{ £1,000,000 \$10,000,000 \$250,000 \$12,735 \$150,000 }	\$210,000	Int. div. of 75 cents for 1-year ended 30.6.1906	9 1/2 %	\$90
Hall & Holtz, Limited	21,000	\$20	\$20	{ £1,000,000 \$10,000,000 \$250,000 \$12,735 \$150,000 }	\$360,000	\$2 1/2 for year ending 28.2.1906	10 1/2 %	\$25 1/2 sellers
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ £1,000,000 \$10,000,000 \$250,000 \$12,735 \$150,000 }	none	{ \$1.00 for 10 months ending 28.2.1906 65 cents }	8 %	\$15 1/2 sales
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	{ £1,000,000 \$10,000,000 \$250,000 \$12,735 \$150,000 }	\$2,706	Int. div. of \$2 for 10 months ending 18.10.1905	10 1/2 %	\$215
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ £1,000,000 \$10,000,000 \$250,000 \$12,735 \$150,000 }	\$3,776	Int. div. of \$4 for 1-year ended 30.6.1906	8 %	\$235
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	{ £1,000,000 \$10,000,000 \$250,000 \$12,735 \$150,000 }	\$5,000	\$9 for 1905 on 5 shares	7 1/2 %	\$25 sales
Hongkong Steam-Wharboat Company, Limited	15,000	\$10	\$10	{ £1,000,000 \$10,000,000 \$250,000 \$12,735 \$150,000 }	\$88	Final of 10 cents making \$1 for the year	13 1/2 %	\$7 buyers
Maatschappij tot Mijn. Bosch en Landbouw	25,000	Gs. 100	Gs. 100	{ £1,000,000 \$10,000,000 \$250,000 \$12,735 \$150,000 }	Tls. 547,500	{ 4th interim div. of Tls. 7 1/2 making Tls. 30 so far a/c 1906 }	9 1/2 %	Tls. 23 1/2 buyers
Philippine Company, Limited	67,500	\$10	\$10	{ £1,000,000 \$10,000,000 \$250,000 \$12,735 \$150,000 }	Dr. P. 34,324	None		\$5 buyers
Shanghai Gas Company, Limited (old)	16,000	Tls. 50	Tls. 50	{ £1,000,000 \$10,000,000 \$250,000 \$12,735 \$150,000 }	Tls. 165,000	Interim dividend of Tls. 3 1/2 account 1906	6 1/2 %	Tls. 100 sellers
Do. (new)	8,000	Tls. 50	Tls. 50	{ £1,000,000 \$10,000,000 \$250,000 \$12,735 \$150,000 }	Tls. 9,751	Tls. 6 for 1904	13 %	Tls. 47 sellers
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 100	Tls. 100	{ £1,000,000 \$10,000,000 \$250,000 \$12,735 \$150,000 }	Tls. 2,753	Interim div. of Tls. 5 account 1906	11 1/2 %	Tls. 120 sales
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	{ £1,000,000 \$10,000,000 \$250,000 \$12,735 \$150,000 }	Tls. 1,452	Interim div. of Tls. 4 on account 1906	11 1/2 %	Tls. 87 1/2 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ £1,000,000 \$10,000,000 \$250,000 \$12,735 \$150,000 }	Tls. 85,592	{ Interim div. of 15/- for 1-year 1906 Interim div. of 5/- for 1-year 1906 }		Tls. 350 sellers Tls. 250 sellers
Shanghai Waterworks Company, Limited	8,175	£20	£20	{ £1,000,000 \$10,000,000 \$250,000 \$12,735 \$150,000 }	Dr. \$41,934	None		\$53 sales
South China Morning Post, Limited	10,000	\$25	\$25	{ £1,000,000 \$10,000,000 \$250,000 \$12,735 \$150,000 }	\$271	3 cts. (old) & 15 cts. (new) ear ended 31.5.1906	10 %	\$25
Steam Laundry Company, Limited	20,000	\$5	\$5	{ £1,000,000 \$10,000,000 \$250,000 \$12,735 \$150,000 }	Tls. 15,795	Interim div. of Tls. 4 for year 1905/6	7 1/2 %	Tls. 100 buyers
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	{ £1,000,000 \$10,000,000 \$250,000 \$12,735 \$150,000 }	Tls. 4,000	70 cents for year ended 31.5.1906	8 1/2 %	\$10
United Asbestos Oriental Agency, Limited	9,900	\$10	\$10	{ £1,000,000 \$10,000,000 \$250,000 \$12,735 \$150,000 }	\$752	{ 49.95 }	6 1/2 %	\$150
Do. (Founders)	100	\$10	\$10	{ £1,000,000 \$10,000,000 \$250,000 \$12,735 \$150,000 }	\$25,000	Interim of 4 1/2 cents for account 1906	8 1/2 %	\$11.75 buyers
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	{ £1,000,000 \$10,000,000 \$250,000 \$12,735 \$150,000 }	\$7,734	Final of 3 cts. making 8 1/2 cts. for the year ended 30th June, 1906	10 %	\$8
William Powell, Limited	15,000	\$10	\$10	{ £1,000,000 \$10,000,000 \$250,000 \$12,735 \$150,000 }	\$5183			